REGISTERED No. 41—1871.

The Bombay Gazette.

No. 7,375.—New Series. BOMBAY:—FRIDAY, SEPTEMBER 27, 1872. Subscription in Advance { For a Year .....Rs. 42 / For Six Months.. ...Rs. 24 } Including Postage.

THE BOMBAY GAZETTE.

The Rates of Subscription to the *Gazette*, in advance, for Town and Country, are now on the following reduced scale :—

One Year, *in advance*	Rs. 42
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TERMS FOR ADVERTISEMENTS.

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fine, but no Advertisement counted as less than eight lines.

LONG ADVERTISEMENTS.

First insertion	8 As. per Line.
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in the Native Languages, double the above.

For Advertisements which are to be inserted for a considerable me, special contracts may be made.

Domestic Occurrences : Each—Rupee 1.

All Cheques, Money Orders, and other Remittances, should be made payable to the "Proprietor of the *Bombay Gazette*."

SHIPPING.

STEAM COMMUNICATION WITH THE MALABAR COAST, CEYLON, MADRAS, AND CALCUTTA.

THE BRITISH INDIA STEAM NAVIGATION COMPANY (Limited), under Contract with Government, despatch Steamers as above with Mails, Passengers, and Cargo, every fourteen days.

The Steam-ship PATNA, 1,780 Tons, 200 H.P., Commander G. Rees, will be despatched on SATURDAY, the 5th October 1872, at 4 P.M.

Oct. 1872.		Oct. 1872.
Leave BOMBAY	5	Leave Colombo 14
,, Carwar	7	,, Galle 15
,, Mangalore	8	,, Negapatam 18
,, Cannanore	9	,, Pond cherry 19
,, Tellicherry	9	,, Madras 21
,, Calicut	10	,, Cocanada 23
,, Beypore	10	,, Vizagapatam 24
,, Cochin	11	,, Bimlipatam 24
,, Alleppy	12	,, Coopaulpore 25
,, Tuticorin	13	,, False Point 26
		Arrive CALCUTTA 28

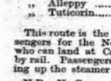
This route is the most expeditious and economical for Passengers for the Neilgherry district, Bangalore, and Madras, who can land at Calicut or Beypore and proceed from thence by rail. Passengers for Calcutta may take the same route, picking up the steamer at Madras.

N.B.—No Cargo will be received on the day of sailing.

W. NICOL & Co., Agents.

STEAM COMMUNICATION WITH THE PERSIAN GULF, VIA KURRACHEE.

Interchanging Cargo and Passengers at Bussorah, to and from Bagdad, with the Euphrates and Tigris Steam Navigation Company.



THE BRITISH INDIA STEAM NAVIGATION COMPANY (Limited), under Mail Contract with Government, will despatch a Steamer every 14 days to the Persian Gulf, touching at KURRACHEE, GUATUR, MUSCAT, BUNDER ABBAS, LINGA, BUSHIRE, FAO, MAHOMERAH, and BUSSORAH.

The Steam-ship EUPHRATES, 803 Tons, 120 H.P., Commander Melville, will be despatched on FRIDAY, the 27th September 1872, at noon.

Sept. 1872.		Oct. 1872.
Leave BOMBAY	27	Leave BUSREH 16
Arrive Kurrachee	30	Arrive Fao 16
Oct.		,, Bushire 18
,, Gwadur	2	,, Bahrein 23
,, Muscat	4	,, Linga 23
,, Bunder Abbas	6	,, Bunder Abbas 25
,, Linga	7	,, Muscat 27
,, Bushire	10	,, Gwadur 29
,, Fao	12	,, Kurrachee 31
,, BUSREH	13	,, BOMBAY Nov. 4

N.B.—No Cargo will be received on the day of sailing.

W. NICOL & Co., Agents.

STEAM COMMUNICATION WITH KURRACHEE.

THE BRITISH INDIA STEAM NAVIGATION COMPANY (Limited), under Mail Contract with Government, and in connection with the weekly service from England, despatch a Steamer to Kurrachee every FRIDAY, commencing from the 27th September 1872.

The Steam-ship PUNJAUB, 1,030 Tons, 200 H.P., Commander T. Sanders, will be despatched on FRIDAY, the 4th October 1872, at noon.

N.B.—No Cargo will be received on the day of sailing.

W. NICOL & Co., Agents.

WILSON LINE.

LIVERPOOL via SUEZ CANAL.

S.S. HIDALGO, 1,800 TONS.

THIS fine New Steamer, specially built for the East India Trade, will be DESPATCHED as above about the end of SEPTEMBER.

The accommodation is unsurpassed and will be limited. The Cabins contain only two or three berths each, so that overcrowding will be avoided. A Surgeon and a Stewardess are carried.

FARES, EXCLUDING WINES, &c.

FIRST CLASS TO LIVERPOOL .....Rs. 500
,, SUEZ..... ,, 300

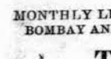
For further particulars apply to

GRINDLAY, GROOM, & Co.

1st August 1872.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

MONTHLY LINE OF STEAMERS BETWEEN BOMBAY AND TRIESTE, VIA SUEZ CANAL.



THE Passenger Steamer ORESTE, 1,700 Tons, will be despatched for TRIESTE, via SUEZ CANAL, on or about the 10th October. This Steamer has good accommodation for a considerable number of Passengers.

RATES OF PASSAGE,

(including a liberal Table with Wine and Liquors, transit through Egypt, and free conveyance of 3 cwt. luggage).

	Cabin.	Deck with Food.
To Trieste	£40	£19-0
To Port Said	£30	£14-8
To Suez	£28	£13-7

Children under 3 years of age, Free; above 3 and under 10 years, Half Fare.

Cargo taken for Trieste, also for Venice, Constantinople, and Odessa, Aden, Egypt, England, and the Continent generally.

For further particulars, and for Freight and Passage, apply to the Agency of the Austrian Lloyd's Steam Navigation Company.

A. C. GUMPERT, Manager.

Bombay, 12, Medows Street, 2nd September 1872.

STEAM COMMUNICATION WITH ITALY.

(VIA SUEZ CANAL.)

ITALIAN STEAM NAVIGATION COMPANY of Messrs. R. RUBATTINO & Co., GENOA.

The regular Steamers leave

GENOA and on the 24th, BOMBAY on the 1st of each month.

PASSENGER RATES.

Inclusive of all Transit Fees through the Suez Canal.)

	1st Class.	2nd Class.	3rd Class.	
To Aden	£22	£16	£4	
Suez	36	22	8	
Port Said	38	24	9	Including Wines.
Alexandria	39	25	9-10	
Messina	50	34	14	
Naples	50	34	14	
Leghorn	50	34	14	
Genoa	50	34	14	
Marseilles (transhipment at Genoa)	52	35	14-10	Without Food.

Children under 3 years, free of charge.

Children not above 10 years, half fare.

Next Steamers from Bombay :—

ARABIA, on TUESDAY, 1st October 1872.

PERSIA, on FRIDAY, 1st November 1872.

The exact hour of departure will be fixed and published a day or two previous to sailing.

For Hand-books of Information, Rates of Freight, &c., apply to

VOLKART BROTHERS,
Agents Rubattino Steam Navigation Company.

Bombay, 30th September 1871.

DR. A. FITZPATRICK,

SURGEON DENTIST,

(LATE OF CALCUTTA,)

BEGS to inform the Nobility and Gentry of Bombay that he has been induced to begin Practice in this City, and can be consulted daily from 10 A.M. to 5 P.M. at his Office, No. 12, Rampart Row, opposite the Esplanade Hotel.

MESSRS. MENESSE & Co.

AUCTION SALE of HOUSE and PREMISES situate in MODY KHANA STREET, within the Fort, Bombay.

On WEDNESDAY, the 2nd day of October 1872, at 4 o'clock, Messrs. MENESSE & Co. will SELL, on the premises, by PUBLIC AUCTION (by order of the Mortgagee) the undermentioned property :—

All that piece or parcel of Land or Ground, with the messuage, tenement, or dwelling-house standing thereon, situate on the west side of Mody Khana Street, within the Fort of Bombay, containing by admeasurement 176 2/9th square yards or thereabouts, and registered in the books of the Collector of Quit and Ground Rent under the No. 664 in the name of Kochajee Rustomjee, and the No. 665 in the name of Munjee Patell, and as eased by the Collector of Assessment under the No. 82, and which said piece of land and premises are bounded on the west by a public passage for sweepers to this property and others, on the east by the public street called Mody Khana Street, on the north by the house of Dorabjee Nurseunjee Patell deceased, (the wall dividing the premises from the house of the said Dorabjee Nurseunjee Patell, deceased, being the common property of the owners of the said premises and of the owners of the house formerly belonging to the said Dorabjee Nurseunjee Patell, deceased, and on the south by the house of Andhiaroo Carsetjee Bhicajee Bassanee, and which said messuage, lands and hereditaments are now or were lately in the occupation of Munchee jee Shapoorjee, Ruttonjee Merwanjee, Framjee Pallonjee, Jeewanjee and Bomanjee Nanabhoy, and were formerly occupied by Nusserwanjee Hormusjee.

For further particulars and conditions of sale apply to Messrs. CRAIGIE, LYNCH, and OWEN, the Mortgagee's Solicitors, at their Office, in Apollo Street, Bombay.

SHIPPING.

OVERLAND ROUTE.

On Monday, the 30th September, at 3 P.M., from Mazagon.

THE P. & O. Co.'s S. S. ORISSA, (1,646 tons, and 300 H.P.), Capt. S. D. Shallard, will LEAVE for SUEZ as above, carrying H. M.'s Mails, also Passengers and Cargo for that Port, Venice, Southampton, &c.

Cargo can also be booked through to Messina, Naples, Leghorn, Genoa, Trieste, Venice, Odessa, Constantinople, Ancona, Marseilles, Havre, Liverpool, London and New York.

No Cargo can be received on board after sunset on the day previous to sailing.

The Company reserve the option of forwarding all Goods shipped by their steamers for Europe, through Egypt, either by Rail, or Canal, in their own steamers, or in vessels employed for the purpose.

Passengers are requested to send their heavy baggage to Mazagon on the day of the Steamer's departure, before 10 A.M. in order that it may be weighed and labelled previous to shipment.

A small Steamer will leave the New Dock Head at Mazagon at 3 P.M., precisely, on the day of sailing.

GEORGE F. HENRY, Superintendent.

STEAM TO CEYLON, PENANG, STRAITS, CHINA, AND JAPAN.

On Tuesday, the 8th October, at 3 P.M., from Mazagon.

THE P. and O. Co.'s S. S. HINDOSTAN, (3,113 tons and 600 H.P.), Captain N. Rosazzi, will be despatched as above, carrying H. M.'s Mails, and taking also Passengers and Cargo for Madras and Calcutta.

No Cargo will be received on board after sunset on the day previous to sailing, and no brokerage will be allowed on any chest of opium, the officer's receipt for which is not inclosed in the Company's office before noon, on Saturday, the 5th October.

GEORGE F. HENRY, Superintendent.

NOTICE.—CONSIGNEES of CARGO per Ship CITY of CASHMERE, from the Clyde, are requested to SEND their BILLS of LADING for our inspection, when, on payment of Freight, Orders will be granted for DELIVERY of their GOODS at the Bunders.

SIR CHARLES FORBES & Co.,
Agents Ship City of Cashmere.

Bombay, 24th September 1872.

SALES BY AUCTION.

MEHRJEE, JOHNSTON AND COMPANY.
No. 28, APOLLO STREET.

AUCTION SALE of Valuable Landed Property at Hunoomangully.

On SATURDAY, the 5th day of October 1872, at 4 P.M., Messrs. JOHNSTON and Co. will sell by Public Auction on the premises, by order of Mr. Cowasjee Pallonjee Mortgagee, with the consent of the Official Assignee, In Re Tyabjee Dawood-khan Habubhoy Essabhoy, and Ebramjee Penkhaun, trading under the name and firm of Tyabjee Habubhoy, Mortgagors, Insolvents, the following valuable landed property, viz. :—

All that piece of land with the messuage, tenement, or dwelling house built and standing thereon, situate, lying and being on the northern side of Hunooman Gully in the sub-district of Bhoolehwar without the Fort of Bombay and registered by the Collector of Land Revenue under No. 710, and assessed by the Municipal Commissioner under No. 147, containing by admeasurement about 254 square yards, be the same little more or less bounded on the east by public passage, and by the Dhurmsey Purshotum Runsord Khunsally, on the west by the house of Dadjee Bheecajee, on the north by the house of the late Govervhunjee Maliary, and on the south by the public passage.

For further particulars and conditions of sale apply at the office of the Official Assignee, High Court, or to the undersigned.

MEHRJEE, JOHNSTON & Co.

Bombay, 27th September 1872.

BENNETT AND COMPANY,
No. 4, FORBES STREET.

AUCTION SALE OF MISCELLANEOUS STORES.

THIS DAY FRIDAY, the 27th instant, at 1 P.M., Messrs. BENNETT and Co. will sell by Public Auction, at the Municipal Store Yard, Esplanade, miscellaneous stores belonging to the late Contractor, the same comprising :—Castor and linseed oil, turpentine, lead pipes, galvanised buckets, coir ropes, paint brushes, steel hatchets, Police lanterns, ship scrapers, hand saws, brass cocks and couplings, drain scrapers, bullock shoes and nails, wood steel eyes, pick axes, iron hoes, English iron tanks, cane baskets, tarpolines, casks, Europe tallow, pitch coal tar and sundry other articles.

AUCTION SALE OF OFFICE FURNITURE, &c.

Under instructions from the Attorneys of the Assignee of the Estate and Effects of Messrs. Leggatt and Co., Messrs. BENNETT and Co. will submit to Public Auction, at No. 5, Rampart Row, TO-MORROW SATURDAY, the 28th instant, at 3 P.M., all the Office Furniture, such as writing tables, office chairs, book presses, screens, teapoys, pigeon holes, round tables, Sepoy benches, a first-class large fireproof safe, by Milner, a do. small do., by Chubb on stands, &c., &c.

WEEKLY AUCTION SALE.

TO-MORROW SATURDAY, the 28th inst., Messrs BENNETT and Co. will sell by Public Auction, at their rooms, a large quantity of Grey and Coloured Piece Goods, &c.

A quantity of imitation Coral Necklaces, black scarlet Braid and a few pairs of Ladies Kid Leather Boots.

AT 1 P.M.

A Grey Galloway, rising 6 hands, very quiet to ride.

One Bay Charger.

One Cow and Calf.

AUCTION SALE of Valuable and handsome Household Furniture, Plated Glass, and Porcelainware, a first-class Piano, a handsome light circular glass fronted Miniature Brougham in excellent order, a handsome English built open Carriage, a do. do. light Buggy, a powerful Bay Brougham Horse, &c., at Marine Lines, Esplanade.

On MONDAY, the 30th instant, Messrs. BENNETT & Co. are instructed to sell by Public Auction, at his Residence at the abovementioned place, the valuable and handsome household Furniture, Piano, Brougham, Horses, &c. the property of Surgeon-Major A. M. Rogers, the same comprises a set of handsome rich engraved glassware, handsome dinner, breakfast and dessert services, best plateware, such as a set of dish covers, containing five, hotwater curry dishes, cruet and pickle stands, ice pitcher, tea set, tea tray, a handsome epergne with posted dish, a very handsome biscuit box, a do. butter dish, sets of spoons and forks, single and treble branched candlesticks, cutlery, &c., handsomely carved blackwood furniture, such as a set of handsome dining table in three pieces, a do. satinwood oval table, sideboard, dining-room chairs, dumb waiters, double and single screens, teapoys, circular, pier, card tables, easy, pedieu and drawing room chairs, convertible sofas, very handsome Brussels carpet, a Tucker's plated three light hang ng argand lamp, chiffonier, centre Ottoman lady's writing and work tables, whatnots, English bronze hat and umbrella stands, camp cots, dressing and washing tables, toilet and cheval glasses, wardrobes, tufted cane presses, chest of drawers, dispense articles, medical and miscellaneous works, &c., &c.

AT 2 P.M.

1 handsome English-built four seated Phaeton by "Windover."
1 do. circular glass fronted miniature brougham.
1 powerful Bay Gulf Arab brougham horse.

Catalogue are published and the property now on view.

The Property of an Officer going on leave.

1 handsome Grey Arab charger.

One handsome Grey Arab, 15 hands, good in saddle and single Harness.

BENNETT & Co.

Bombay, 27th September 1872.

CRAWFORD AND COMPANY,
3, MARINE STREET, BOMBAY.

SALE OF A CHOICE SELECTION OF SUPERIOR PERFUMERY, FROM THE WELL-KNOWN MAKERS, NAPOLEON PRICE & Co.

On WEDNESDAY next, the 2nd October, at 2 P.M. Messrs. CRAWFORD & Co. will submit to Public Auction, at their Rooms, an invoice of superior Perfumery, consisting of fashionable and concentrated Perfumes, Damask Rose, Lillium Auratum, Violet Powder, Golden Oil, Marrow Oil, Cherry Tooth Paste, Old Brown Windsor Soap, Camphor Soap, Shaving Cream-ambroisial, &c.

SALE OF FRESH OILMANSTORES, from the well-known and celebrated Purveyors, Crosse and Blackwell, just landed ex s.s. Xantho, via Suez Canal :

On WEDNESDAY next, the 2nd October, at 2 P.M., Messrs. CRAWFORD & Co. will submit to Sale by Public Auction at their Rooms, an invoice of 58 packages fresh Oilmanstores, consisting of assorted pickles, mushroom catsup, Harvey sauce, Gooseberry vinegar, essence of Anchovies, assorted syrup, essence of coffee, salad oil, white wine and malt vinegar, Durham mustard tapioca, pearl barley, assorted tart fruits, 1 lb. tins assorted jams and jellies, Oxford and Bologna sausages, herrings, assorted soups, Scotch oatmeal, Fresh salmon, Isinglass, Robinson's groats, and barley, Brown and Polson's cornflour, pint tins condensed milk, Lancashire sauce, Lancashire mushroom, herring à la sardine, Milton oysters, potted meats, Morre's cocoa and milk, Irish and Wiltshire bacon, Cheddar, Berkley, and Richmond cheese, Worcestershire sauce, &c.

CRAWFORD & Co.

Bombay, 27th September 1872.

SUN FIRE OFFICE, LONDON.
ESTABLISHED 1710.

INSURANCES effected upon Merchandise, Warehouses, Shops, Dwelling-houses, and their contents, in Bombay and the Mofussil, at the Current Rates.

CLAIMS arranged by the local Agents, and paid with promptitude and liberality.

PEEL, CASSELS, & Co., Agents.

BOMBAY TO ENGLAND!

Passengers from out-stations, Calcutta, Madras, &c., &c.,

can provide themselves best with

AIR BEDS AND CUSHIONS;
Folding Chairs :
CARDS, BEZIQUE, DOMINOES,
The Compendium of Games, &c., &c.
CHEROOTS AND CIGARS
Manilla, Coconada, Trichinopoly, of first-rate quality :
Pipes, Tobaccos, &c., &c. :
INDIAN CONDIMENTS,
Barrie's celebrated Chatni, Currie Powder and Paste, Mulligatani Paste and Madras Sauce :
Infants' & Invalids' Foods :
Nursery Lamps and Appliances :
LUNCHEON BASKETS :
Pocket Canteens, and Dram Flasks :
PORTMANTEAUX & TRAVELLING BAGS.
Ladies' Metal Bonnet Boxes & Trunks :
STATIONERY;
Purses, Pocket Books, Card Cases, Desks, Papers and Envelopes Writing Cases, &c., &c.
TOILET REQUISITES,
Eau-de-Cologne, Soap, Sponge, Dentifrice, Hair, Nail and Tooth Brushes; Pommade, &c.
WINES AND SPIRITS
of every description of the best brands from
TREACHER & Co., LIMITED.

FORT ESTABLISHMENT :—Opposite the Post Office, and the Oriental Bank, and near to the Esplanade Hotel.

BYCULLA ESTABLISHMENT :—Opposite the Byculla, and near to the Adelphi Hotels,

BOMBAY.

NEW ADVERTISEMENTS.

BOMBAY FOOTBALL CLUB.—The MATCH for THIS EVENING is ARMY, NAVY, and LAW v. THE WORLD. Members are requested to be punctual.

W. M. TENNENT,
Honorary Secretary.

TABLE GLASS WARE,
of first-rate material and workmanship,
in twenty patterns for daily service,
and a variety of beautiful designs
for extra use.

TREACHER & Co. (Limited).

BREECH-LOADING, EXPRESS, AND OTHER RIFLES.

FOR ELEPHANT, TIGER, or ANTELOPE SHOOTING, made on every approved principle of action from 25 guineas, shooting guaranteed equal to any make of rifle, no matter how high the price charged.

Licenses for the manufacture of every patent Breech-Loader of repute in the market.

G. E. LEWIS, Gunmaker and Contractor for every kind of Military Arms, 32 and 33, Lower Loveday-street, Birmingham, England. Established 1850.

A remittance or order on English Banker must accompany order. Delivered in Bombay, Madras, or Calcutta, £2-2-0 extra.

Breech-Loading Double Pistols, 12, 16, 25, or 450-bore, 30 guineas per pair. Rifled on Henry's patented express principle. Sporting (Shot) Breech-Loaders from £15 15s., Central-Fire or Pin.

Special
MEDICINAL PREPARATIONS.

The attention of the Medical Profession is requested to the following *New Medicinal Remedies*, separate or in combination, suggested and successfully prescribed by *Dr. B. W. Richardson*, who, in introducing the Bromides of Quinine, Morphine, and Strychnine as therapeutic agents, at a Meeting of the Medical Society, gave as his opinion *that the Bromides were best administered in the form of Syrups.*

SYRUPS OF THE BROMIDES OF
Quinine ;
Quinine and Morphine ;
Quinine, Morphine, and Strychnine ;
Iron Quinine and Strychnine.

THE SYRUP OF
Lacto-Phosphate of Lime,
Recommended by Dr. L. Dusart.

"THE LACTO-PHOSPHATE OF LIME is a New Medicament, the preparation of which is scientifically founded on the simplest and most undeniable physiological data. It is a combination of Phosphate of Lime—of all mineral substances the one most necessary to life—and of Lactic Acid, its natural solvent. Its uses are manifold and evident. It is enough to state in a general manner that it ensures digestion, brings back or increases the appetite, acts as a general excitant of the nutritive functions, and combats adynamia in the numerous cases where it exists."

Prepared at the Laboratory, Byculla,
TREACHER & Co. (Limited).

NOTICES.

NOTICE OF REMOVAL.

WE beg to inform our Friends and the Public that we have THIS DAY REMOVED to No. 3, Hummum Street, (formerly occupied by Messrs. Grant and Son).

THOMSON & Co.,
Chemists and Druggists.

NOTICE.—The RIGHT to COLLECT MYRABOLLAMS and the RIGHT TO COLLECT CASSIA PODS in the Tanna Forests, for one year, from 1st November 1872, WILL BE SOLD by AUCTION at the Office of the Undersigned at Bandora, on OCTOBER 8TH, at 12 o'clock noon.

J. McL. CAMPBELL,
Deputy Conservator of Forests, Tanna.

Bandora, 20th September 1872.

OF mutual consent the Subscriber, JOHN ALEXANDER ANDERSON, CEASED on 30th June 1871 to be a PARTNER of, or to have ANY INTEREST in, the following FIRMS, viz. FINLAY, MUIR & Co., Merchants in Calcutta, and FINLAY, MUIR & Co., Merchants in Bombay.

J. A. ANDERSON.
JAMES FINLAY & Co.

Glasgow, 14th May 1872.

FINLAY, MUIR & Co.

Bombay, 20th September 1872.

NOTICE.—TENDERS for the SUPPLY of 2,000 cwts. of PEELED DHALL STAVE, to be delivered at the Grand Arsenal, Bombay, for the use of the Gunpowder Factory at Kirkee, will be received at the Office of the Undersigned up to the 5th of October 1872.

The conditions of the Contract, and all other particulars may be learnt on application to the Undersigned, or to the Commissary of Ordnance, Grand Arsenal, Bombay.

T. T. HAGGARD, Colonel,
Agent for Gunpowder.

Gunpowder Factory, Kirkee, 12th September 1872.

GREAT INDIAN PENINSULA RAILWAY.

COLLECTION AND DELIVERY OF GOODS AT NASSICK DISCONTINUED.

NOTICE.—It is hereby not fied to the Public, that, after the 30th of this month, the service of COLLECTING and DELIVERING GOODS to and from the NASSICK STATION, by this Company, will be DISCONTINUED.

Goods booked to or from Nassick will, therefore, from that date, have to be brought to the Station and taken delivery of there by the Consignees or Consignees

The Extra Charges added to the rates for the Carting Service will no longer be made.

HENRY CONDER,
General Traffic Manager.

Bombay, 11th September 1872.

GREAT INDIAN PENINSULA RAILWAY.

THROUGH BOOKING BY THE PENINSULA AND ORIENTAL STEAM NAVIGATION COMPANY BETWEEN ENGLAND AND INDIA.

NOTICE.—For the information of those whose friends may be coming out to India, it is hereby notified, that, for their convenience, arrangements have been made with the P. and O. S. N. Co., to issue FIRST and SECOND CLASS TICKETS in England over this and other Railways, to the principal places in India.

The Tickets will be available from Bombay, either the Borce Bunder or Byculla Stations, on any within six weeks of the date of issue.

The Luggage of Passengers with Through Tickets will be landed by the P. and O. Co., in Bombay, handed to the Railway Company, and forwarded to destination, where it will be kept by the Railway Company, without charge, for not more than seven days.

The P. and O. Company will clear the Luggage through the Customs in Bombay, and any Customs duties that may have to be paid will be collected by the Railway Company, before the Luggage is delivered up to the Owner.

The usual Fares and Rates for Passengers, and for Luggage, will be charged, and all the Tickets will be issued, subject to all the Rules and Regulations in force upon the several Railways concerned.

Information, and further particulars, can be obtained from the P. and O. Company in England or in Bombay, at this Company's Offices in London, 3 New Broad Street, City, or from the Undersigned.

HENRY CONDER,
General Traffic Manager.

Bombay, 11th September 1872.

TENDERS will be received by the Superintendent of Marine, up to 1 P.M. on MONDAY, the 14th October next, for the conveyance hence to the Andamans of about NINETY-FIVE NATIVE CONVICTS, more or less, with proportionate number of Native Warders and Military Guard, and one Subordinate Medical Officer, for which latter Officer a Cabin Passage and First Class Rations must be provided.

2. Fifty days' provisions, water, firewood, with such cooking utensils, drinking pots, plates and other articles as may be necessary for their use and comfort during the voyage, as well a sufficient number of Cooks for cooking the food of the Convicts and Guard, also Topasses or Sweepers to maintain cleanliness on board of the whole of the above party, are things which Convicts only are to be supplied by the Owners, Agents, or Masters of the Vessel : the provisions put on board being subject after shipment to the inspection of and to rejection by the Executive Commissariat Officer at the Presidency.

3. Medicines and medical comforts will be provided by the Medical Department, the cost of which is to be borne by the Owners, Agents, or Masters of the Vessel.

4. Any surplus of provisions, &c., that may remain on board at the end of the voyage may be handed over to the Authorities at Port Blair, and the cost of the same, at the rate at which they were purchased, will be repaid by Government to the Owners, Agents, or Masters of the Vessel in Bombay, on receipt from the Authorities at Port Blair of a list of articles made over to them.

5. For any inferior issue of provisions during the voyage, the Owners, Agents, or Masters of the Vessel shall pay to Government double the price of the Articles (as passed by the Survey Committee) which would have otherwise been consumed, the payment to be made before receiving the final modicum of the passage money.

6. The words "Tender for Convicts," should be superscribed on the Covers of Tenders.

7. The Agents of Vessels tendering should distinctly state the exact date on which the Vessel will be ready for final survey.

8. The Owners, Agents, or Masters of Vessels tendering, will have to convey, free of freight, such Government Stores as may be sent with the Convicts for their use at the Andamans, which will consist of spare suits of clothing, drinking and cooking pots or by, which should be made over with the Convicts at the port of debarkation, obtaining receipts for the same.

9. The expense attending Stamp Fees affixed to Charter-parties as well as to Counterparts (of vessels taken up) to be borne by the Owners, Agents, or Masters tendering.

10. The Superintendent of Marine does not bind himself to accept the lowest or any Tender.

By Order of the Superintendent of Marine,
GEO. INGLE,
Secretary.

Superintendent's Office, Bombay, 20th September 1872.

NOTICE to DEALERS, CONTRACTORS, MUNICIPALITIES, and other CONSUMERS of KEROSINE OIL, FLOUR, AMERICAN LUMBER, TOBACCO, &c.

FOR SALE.

Imported direct Ex American Ship NONANTUM.

KEROSINE OIL, Devoe's best refined, in Patent Cans with Screw Necks.

BEST FRESH AMERICAN TOBACCO, in Dwarf Boxes containing 20 to 23 lbs. each.

BEST REFINED STUDDS of TURPENTINE.

BEST FRESH SWEET AMERICAN FLOUR, "Field's Extra" Brand, in Barrels.

ALSO ON HAND,

PRESERVED MILK, PEACHES, GREEN CORN, PEAS and LOBSTERS.

AMERICAN STREET LAMPS, fitted with Burners for Kerosine Lights, well adapted for Street Lighting and large Buildings.

For Terms apply to DOSSABHOY MERWANJEE & Co.,
No. 7, Parsee Bazaar Street.

Bombay, 26th June 1872.

MRS. LAKE,
SILK MERCER, MILLINER, DRESS AND HABIT-MAKER,
"UXBRIDGE HOUSE," BYCULLA, BOMBAY.
ESTABLISHED IN 1851.
BRANCH MILLINERY ESTABLISHMENT,
No. 15, CIVIL LINES, POONA.

MRS. LAKE has the pleasure to inform the Ladies of Bombay, Poona, Kirkee, &c., that she has opened a Branch of her Establishment in Poona, at No. 15, Civil Lines, where she will have much pleasure in showing a most elegant and fashionable consignment of MILLINERY, &c., together with the latest NOVELTIES of the season, which have been specially selected for her from the best "Paris" and "London" Houses.

Price Lists on application.

WEDDING AND MOURNING ORDERS CAREFULLY ATTENDED TO.
"RIDING HABITS MADE TO ORDER."
ALL SUPPLIES RECEIVED "OVERLAND."
TERMS—CASH.

Orders from Outstations must be accompanied by a Remittance or reference for payment in Bombay or Poona.

N.B.—"JUST RECEIVED, SUPERIOR KID GLOVES."

MESSRS. BADHAM AND CO.,

BY APPOINTMENT

TO THE LATE LORD MAYO, THE VICEROY AND GOVERNOR GENERAL OF INDIA,

BEG to call attention to their NEW STOCK of SHIRTINGS, COATINGS, TWEEDS, &c., &c., just received per s.s. ORISSA.

TEN PER CENT. DISCOUNT FOR CASH.

SHIRTS	Badham's Silk and Wool, each	9 8
	Badham's Pure all Wool, each	8 8
	Badham's Oxford Cloth, each	6 8
	Badham's French Cambric, per doz.	60 0
	Badha-'s White ,, ,,	60 0
	Badham's Spun Silk ,,	12 0
COLLARS	Shakespeare, Dux, Suez, per doz	6 8
	Pall Mall, Grosvenor, West End, per doz..	6 8
HOSIERY	Fine Brown Cotton Half Hose	12 8
	Fine Fancy Striped, from	14 8
	Fine Merino Half Hose, from	16 0
	Knickerbocker, Ribbed, per pair	4 8
HOSIERY	Fine Merino Under-vests, ½ dozen for	20 0
	Fine Super India Gauze ,,	26 0
	Fine ,, ,, Drawers, each	6 0
SLEEPING SUITS	Badham's Oxford Cloth	11 0
	Badham's Pure All-Wool	18 0
	Badham's Silk and Wool	22 0
	Badham's Spun Silk	22 0
OVERLAND SUITS	Badham's Blue Serge Suits	30 0
	Ba'ham's Flannel Serge Suits	22 0
	Badham's Scotch Tweed Suits	35 0
HATS	Lincoln and Bennett's Black Silk Hats	15 8
	Line-n and Bennett's Drab Shell Hat	12 8
	Ellwood's Drab Shell Hat	5 8
	Black Felt Worthing, Isis, and Derby	6 8
	Black Felt Cantab and Stanhope	6 8
	Drab Felt Cantab, Isis, and Chester	6 0
	Sola Topies new shape	5 0
HELMETS	Hawke's Regulation White Helmets, with brass Chin Straps	25 0
	White Helmets, for Civilians	18 0
	White and Drab Hunting Hats	15 0
BRACES	Best Indiarubber, Clarence and Cantab	2 8
SCARFS	Duke of Edinburgh	2 12
	The Campbell Bow	2 8
	The Windsor's	2 8
	The Roma Satin	3 0
TIES	Black Eglinton and Tom-Thumb	1 0
	Coloured ,, ,, ,,	1 8
	White Dress Ties, from	8
HANDKERCHIEFS	Fine White Cambric, Hemmed, per doz	5 0
	,, ,, Coloured Borders	5 8
	Fine Irish Cambric, from	10 8
HOUSEHOLD LINEN	Damask Linen Table Cloths, Damask Napkins, Sheeting (Double and Single). Sponge Bags, from	1 8
OVERLAND CHAIRS.	English-made, with Leg Rest	11 0
	Do. without do.	10 0
JEWELLERY	Gold Links, Solitaires, Shirt Studs, Pins, &c.	
TRUNKS, &c.	Overland Trunks, Portmanteaus, Courier Bags, Hand Bags, Rugs, and Straps, &c.	
TAILORING DEPARTMENT	A large Stock of Coat and Trouserings in every variety of material. Patterns and Instructions for self-measurement sent on application.	

BADHAM AND CO.,

Rampart Row, Bombay.

A. ALLAN,
17, APOLLO STREET, BOMBAY.

JUST ARRIVED, in time for the MONSOON, a variety of FANCY TWEEDS, all thoroughly shrunk, which will be sold at the following REDUCED RATES :—

Fancy Tweed Coats, newest style	Rs. 12 8	Rs. 20
Ditto Trousers, warranted to fit	,, 8 8	
Ditto Superior Quality	,,	,, 25
Fancy Silk mixed Coats, double breasted	Rs. 18 8	,, 30
Ditto Trousers, to fit comfortably	,, 12 8	
Fancy Colored Washing Material for Coats and Trousers	,,	,, 16
Cotton and all-Wool Sleeping Suits	Rs. 10 to	,, 18
Winsey, all-Wool, Silk and Wool Shirts	,, 5 to	,, 9

HOSIERY,

English-made Shirts, Collars, and Fancy Ties, Merino and Woolen Hose, Merino and Wool Under-Shirts.

REQUISITES FOR TRAVELLERS.

Solid Overland Trunks, Portmanteaus and Hat Boxes.
New Pattern Scotch Plaids and Balmoral Bonnets.
Coupling Straps, Railway Wrappers, and Tweed Caps.
Hats, Caps, and Helmets of every description.
UNIFORMS MADE ACCORDING TO REGULATION.

ALLAN'S CYCLONIAN WATERPROOF SUITS,

Made expressly to resist the severest Weather, warranted not to stick together, and will last for years.

Black Coat, Leggings, and Cap		Rs. 20
Drab do. do.		,, 30

For Waterproof Suit send size of Chest, Height, and Cash.

MESSRS. HEPTOOLA ALLEBHOY AND COMPANY,

22, Apollo Street, opposite the Secretariate,

Beg respectfully to invite the attention of Merchants, Captains of Vessels, Contractors, and the Public in general, to their large Stock-in-trade of SHIP CHANDLERY of all sorts, including Anti-fouling Composition for the bottoms of Steam-vessels, and every description of Engineering Plant for the repairs of Steamers, &c. &c. All articles supplied will be of the best quality and at moderate rates, and orders will meet with prompt execution, and be carried out in a manner which, they trust, will meet with approbation and a continuance of favours. A few

COMMERCIAL INTELLIGENCE.

SHARE MARKET.

THURSDAY AFTERNOON.

SLIGHT inquiry for Port Canning and Mofussil Press shares. Other shares closed unchanged.

BOMBAY BILL AND STOCK LIST.

BANKS.

No. of Shares	Nomi. value Rs.	Paid up.	Last divi-dend.	Names.	Cash Rates per Share.
	Rs.	Rs.	p. a.		
100,000	100	all	5 p.ct.	Agra Bank	85
22,000	1,000	all	6 p.ct.	Bank of Bengal	1,410
10,000	500	all	5 p.ct.	Do of Bombay New	710
10,000	500	100	5 p.ct.	Do 2nd Res. Issue	217½
15,250	1,000	all	5 p.ct.	Do of Madras	1,245
10,000	250	all	8 p.ct.	Chartered Mercantile Bk. of L. & China	300
40,000	281¼	all	12 pct.	Hong. & Shanghai Bank	410 nl.
40,000	200	all	Nil.	Chartered Bk. of L. & C.	175 nl.
37,000	250	125	3 p.ct.	National Bank of India	108 x. d.
10,000	250	all	12 do.	Oriental Bank	475

RAILWAY COMPANIES.

.....	£20	£18 3 0	p.c.	G. I. P. Railway Consolidated Stock	233
.....	£20	16 17 6	do.	Do. New £20 Shares	126
.....	£20	13 10 0	do.	Ditto Ditto	
.....	£100	1,000	do.	B. B. & C. I. Railway Co.	1,125
.....	£18	19 6 5	do.	Do. New Shares	225

LAND COMPANIES.

4,000	2,000	all	Rs. 77	Colaba Land Co	1,475xd.
8,000	150	all		Frere Land & Pier Co. Ld.	132
750	2,000	2,000	31p.a.	Mazagon Land	915
6,000	1,000	all	Nil.	Port Canning Land Company, Limited	457½

PRESS COMPANIES.

150	5,000	3,850	225 pa	Akbar Cotton Press Co	2,225
200	2,000	1,100	45do.	Albert Co. Kurrachee	1,075
250	3,000	850	Nil.	Alexandra Press Co	315
150	12,000	11,000	200do.	Apollo Press Co	7,750
200	2,500	all	215do.	Bombay Press Co	2,150
200	500	all	325do.	Do New	500
850	1,000	1,000	100 pa	Broach Cotton Co	920 x. d.
100	1,500	...	...	Carwar Company	1,300
2,250	880	all	all	Colaba Press Co	6,600
350	2,000	all	200	East India Press Co	3,100
150	2,500	all	500	Fort Press Co	8,350
300	4,000	1,800	30 pc	Framji Cowasji Press Co	1,000
300	1,000	all	200 pc	French Press Co	775
200	6,000	6,000	225 pc	Hydraulic Press Co	2,400
250	3,000	1,467	75 pc	Imperial Press Co	975
150	5,000	5,000	135 pc	Mofussil Press & Gl. Co	1,030xd.
250	400	350	60 pc	Mofussil Press & Gl. Co	642½
120	3,500	all	250 pc	Prince of Wales Press	2,200xd.
100	1,000	720	..	Scind and Punjaub Cotton Press Co., Limited	1,000
150	2,000	all	Nil.	Tinnevelly Press Co	800
225	2,000	1,000	250 *	Victoria Press, Madras	1,190

* Per share for the half-year.

SPINNING AND WEAVING COMPANIES.

400	2,000	1,700	150p.a	Albert Mills Co	1,550
800	1,250	all	50p.a	Alexandra Spinning	1,235
500	2,500	all	100*	Alliance Spinning	2,550xd.
100	5,500	all	...	Bombay	2,800
900	1,000	all	20*	Bombay United	920
900	150	150	25*	Broach Mills	270
750	2,000	all	200p.c.	Dharumsey Spinning	2,500
750	2,000	all	200p.c.	Great Eastern	1,925
2,500	1,000	all	140p.a	Manockji Petit's	1,035
900	1,000	all	40 p.a	Morarjee Spinning	1,010xd.
800	2,500	all	100 p.a	Oriental	2,565xd.
900	2,500	2,400	216p.a	Royal	1,775

* Per share for the half-year

MISCELLANEOUS.

.....	2,500	1,500	75 ps.	Bombay Burmah Trading Corporation	1,350
50,000	50	all	4½ pc	Bombay Gas Company	55
900	500	300	21 ps.	Landing and Shipping Co. of Kurrachee Ld.	165
1,000	50	all	2 pa.	Mechanics B'd'gs Co.	32
2,000	500	all	40 ps	Treacher & Co	380
9,000	250	all	6 ps.	Viegas Patent Slip Co	60

BANKS IN LIQUIDATION.

		Date of L'dation.		
.....	500	95	Jan. '66	Bank of Bombay	11
.....	95	19½	Do.	China	1
.....	250	2	Mar. '66	Central Bank	1
.....	...	...	...	East India Bank	1
.....	200	13	Feb. '67	Indian Peninsula	1
.....	200	70½	May '67	Royal Bank	2

EXCHANGE.

On	Terms.	Rate.
London	At sight	1s. 10 13/16d.
London Bank	6 months' sight	1s. 11 5/16d.
Do. do.	3 Do. do.	1s. 11 1/16d.
Do. Credits	6 Do. do.	1s. 11¼d.
Do. do.	3 Do. do.	1s. 11⅛d.
Do. Documents	6 Do. do.	1s. 11 9/16d.
Do. do.	3 Do. do.	1s. 11 5/16d.
Calcutta	At sight	100½
Do.	30 days' sight	100
Do.	60 Do. do.	99½
Madras	At sight	100
Do.	30 days' sight	99½
China	60 Do. do.	226

PRICES OF BULLION, &c.

Sovereigns, each	Rs. 10-8 to 10-9
Bank of England Notes	15-12
Carolas	290
Mexican Dollars	222
Five-France Pieces	221½
Bar Silver	1/7
Gold Leaf	16-12
Bar Gold 10 oz. English 100 touch	16-13-6 to 16-4
Australian Gold 100 touch	16-13-6 to 16-4
Government Securities	5 per cent.
Mercantile Bills	6 "

GOVERNMENT SECURITIES.

Five-and-a-half per cent	111½ to 112
Four & half per cent	104½ to 104¾
Four per cent	103½ to 102
Four & half per cent. (Public Works Loan)	107
Five per cent. Debenture Loan, 1866-67	103½
5 years' Debenture Loans	109½
10-years' do. do.	105
5 years do. do.	103
Six per cent. Municipal Loan House Rate	112
Do. Do. Market Rate	112
New French Loan 5 per cent. (2 f. 50 c.) of 1871	89
New FrenchLoan (fully paid-up)	89
Paris Municipal Loan (Debenture Rs. 117) per Bond.	120

SMITH, EDWARDS & CO.'S MONTHLY COTTON CIRCULAR.

LIVERPOOL, 31st August 1872.

THE past month has been one of dulness and disappointment to cotton holders, and though Middling American Cotton, from exceptional scarcity, has improved ¼d., most other kinds are on the average ¼d. to ½d. per lb. lower.

At the date of our last report we were just pausing at the extreme point of depression after the panic of July. Middling Uplands were worth 9¾d. to 9¾d., and Fair Dhollerah 6¾d. Confidence was beginning slowly to return, and the feeling was general that after so severe a decline a substantial reaction was probable. This feeling, aided by a slight increase of business in Manchester, gave rise to an active demand here, which carried prices of American to 10d. and 10¼d. per lb. for Middling Uplands and Orleans in the first week of August, but the improvement was very short-lived; Manchester refused to respond, and spinners withdrew from our market, and as there was hardly any local speculation a very dull feeling came over it again. Anxiety sprang up about the fulfilment of the August contracts, many of which showed a loss of 1¼d. per lb. to the buyers, and rumours of failures began to fly about the Exchange. Two or three weak houses succumbed, and for a time there was much fear of further embarrassments. The loss on our large stock was so heavy that it was thought financial difficulties were inevitable, but the result has not justified these fears. No further failures have been reported, and engagements have been wonderfully well met. Our market, however, continued to languish for the remainder of the month, one or two feeble attempts at recovery died out under the discouraging response of Manchester; the general tenor of the crop accounts from America continued good, and merchants grew very weary of holding so large a stock, of which but a trifling per centage could be sold weekly. The great failure of Messrs. Gledstanes and Co. of London, about ten days ago, increased the depression by throwing severe losses on Manchester, and further paralysing that market.

During the past few days the market has become steadier in tone, with a fair business doing on the spot, on the basis of 10¼d. for Middling Orleans and 6¾d. for Fair Dhollerah; arrivals close strong and rather dearer, at 9¾ to 9⅞ for October-November shipment Uplands, and 6¾d. to 6⅞d. for October-delivery Dhollerah.

The Manchester market during the past month has been dull and disappointing, prices have had a continuously drooping tendency, and the fall in values, so far from invigorating the demand, apparently enfeebled it. The weakness that Manchester has recently displayed has taken people by surprise, it is such a striking contrast to the boldness and confidence in the early part of the year, and the conclusion is forced upon us that an artificial excitement was kept up there for a long time, and an unhealthy business done, of which we are now reaping the bitter fruits. Severe losses are falling upon shippers of goods to foreign markets, especially India and China; the news ately from these great markets has been in the last degree discouraging; prices have fallen fully as fast as at home, and even at the low rates now ruling in Manchester, nothing but loss appears in all the Eastern markets. The failure of Messrs. Gledstanes has had a pernicious effect in Manchester, the liabilities falling there are about half-a-million, secured it is believed, by a lien upon the goods, and the loss can easily be borne, but it reveals a bad state of trade in the East, which must shake confidence, and tend further to restrict operations for that quarter for a long time to come.

Greater weakness has latterly been shown in the department of yarn than of cloth. Prices of the former have fallen on the average quite 2d. per lb. from the best point of the year in the current numbers, and the position of the spinner is worse now than it has been at any time this year, but cloth has fallen on the average decidedly less, and so the position of the manufacturer has improved. We should say now that the spinner is losing fully as much as the weaver, and there are few branches of the trade left in which there is any profit. Even fine spinning has sustained a serious reverse, the demand has greatly abated, prices have fallen heavily, and stocks of yarn are accumulating; it appears now that too many spinners have gone on fine spinning during its profitable time, and the trade shows symptoms of being overdone.

The continued small deliveries from this port to the trade have attracted much attention. For the last twelve weeks the average amount is only 51,000 bales, and the fact has been generally admitted that the consumption was at one time largely over-estimated. Further inquiries have satisfied us that the proper explanation of this is to be found, not in the stoppage of spindles, but in the general resort to higher counts of yarn—a process which has taken place this year to an extraordinary extent, and has economised consumption far more than was suspected in the first six months of the year. We now incline to the opinion that the consumption this year has not, on the average, much exceeded 60,000 bales per week for the Kingdom, and for some time has been hardly so much as that. It now seems to us probable that the weight of cotton used has been reduced this year 10 per cent. in consequence of the change to higher numbers, and some who have minutely investigated the matter put it even higher. From this time forward the tendency will probably be in the other direction, as fine spinning has become unprofitable, and coarse counts will pay better with every decline in cotton; but it will be a considerable time before the consumption gets expanded again, and the large absorption of 1871 can only be repeated at low prices.

The Money Market has again become very easy, and the question now is, will the Bank rate be reduced to 3 per cent.? The French loan has had no effect whatever in the direction of stringency, and there seems nothing to fear in the immediate future. Perhaps the most important point in this connection is the result of our harvest. Fine weather during the latter half of August has enabled the grain to be garnered in good condition, but the wheat crop is turning out a very deficient one, as might be expected from the extraordinary wetness of the summer. The potato crop is also a very great failure, and this is a serious fact for the welfare of the poorer class of our population. On the other hand the green crops generally are very good, and pasture was never more abundant. Weighing all together, we should say that we must import considerably more than usual of cereals; but probably we shall get our supply at moderate prices, seeing that the Continental harvest is good, and we have no competition to fear from that quarter. The prospect of our food supply is worse than last year, but not alarming, and hardly sufficient of itself to unsettle the Money Market.

In dealing with the prospects of our market, the great question that overshadows all others is the position and prospects of the American crop. We should say, speaking generally, that its progress from June till quite recently was highly satisfactory, and the letters reaching us now are hopeful of a very large yield, but in the last few days many telegrams have come to hand containing decidedly less favourable accounts, and these are from sources whose character is beyond suspicion. The complaints are chiefly of worms in Alabama, and of drought in Texas. It appears that the heavy floods that occurred in Alabama in July produced a crop of caterpillars, the third brood of which (the most destructive one) is now at work, and it is believed that the yield in that important district will be much curtailed. From Texas the accounts were at one time remarkably good, but it appears that severe drought has withered the plant on the uplands, and we learn that in many localities only half as much is expected as was the case a short time ago. From the Atlantic States generally the accounts are still good, and we should say that the crop on the whole is somewhat earlier than of late years, as is proved by the pretty free receipts of new cotton now coming in. We are very much puzzled to pronounce a decided opinion about the state of the crop, it varies so much in different places. We should think over most of the country it is doing well, but there are important districts where it is doing poorly. It promises to be what they call in America "a spotted crop." One feature deserves to be noticed: there are two well marked divisions of the crop, the first and larger one germinated in April, and is now well matured, but a portion, roughly estimated at one-third, did not get above ground till the end of May, and is, of course, late in maturing, and will be more exposed to damage. Estimates of the crop at this period are not of much value, but some reference to them cannot be avoided, if only to exhibit the drift of public opinion. A short time ago many estimates came from America of 3¾ to 4 millions, and that figure was generally adopted in this country as a fair guess; but most estimates in America are now being lowered to 3¼ millions, though some still lean to 3¾ millions, provided there is a good fall. We find, on all sides, a decided tendency to withdraw from 4 millions as a probable figure for crop, and this is indicated by the hardening prices of future deliveries in New York, and a disposition to purchase there on Southern account. Looking merely to the question of supply, we should say that on this side the Atlantic we have given full weight to the favourable accounts of crop, and that we have not realised the uncertainty that still attaches to the question; and should a lower estimate take possession of the public mind, it could not fail to produce some effect.

On the other hand, the state of trade in Manchester is very disappointing. All the life has gone out of that market, and it would seem to be very difficult to rekindle the fire. From foreign markets severe losses are coming home, and merchants are possessed by a listless feeling, and are very indisposed to fresh ventures. Judging from what meets the eye in Manchester, any important recovery seems quite unlikely at present, but it is hard to say how far the existing depression is the result of over-discounting the prospects of next crop; no doubt the prevailing inclination is to expect a huge crop and much lower prices for cotton next year, and when such a feeling prevails, it is astonishing how business dries up. Should a change of feeling occur in respect to crop prospects, we might be surprised at the sudden revival of demand. The extension of the telegraphic system makes all the world act and think simultaneously, and the key to the whole position is the opinion prevailing about the American crop. The expectation of a very large one has been diffused all over the world, and while that view remains we need not expect either home or foreign markets to show any vitality; but if unfavourable views about the crop got into the ascendant the wheels of business would revolve much quicker, and the large stocks of cotton held in Europe would run down fast.

P.S. FOR INDIA, 5TH SEPTEMBER, P.M.—During the past week the market has decidedly improved, upon news of damage to the American crop. A large business has been done, and prices have advanced ¼d. in American and partially ⅛d. in Surats; the better qualities of East India are fairly saleable at an advance of ⅛d. to ¼d. from the lowest point, but the common qualities show little change. We quote fair Dhollerah on the spot 7d., and October delivery 7d. to 7¼d.

SHIPPING.

DAILY FREIGHT REPORT—26TH SEPTEMBER.

London	Cotton, Cases, Seeds	No ship.
Liverpool	Iron Ships Cotton; Wooden Ships; Myrabolns & Coir bills; Seeds	£2; £2; £1 17s. 6d.; £1 10s. 0d.
Havre	Cotton, Coffee	No ship.
Overland	Steamers	£2 10s. 0d.
Liverpool via Suez Canal		£1 17s. 6d. to £2
China	Steamer Cotton; Opium; Sailing Ships	Rs. 7 per bale. Rs. 25 to 30 per chest Rs. 4½ per bale nominal
Calcutta	Salt	Rs. 5 0 0 per ton
Calcutta to Bombay		Rs. 14 to 15 and Calcutta Port charges.
Mauritius		Nothing doing.

ARRIVALS.

Sept.	Vessel.	Commander.	From
26	Pearl (s)	Morrison	Cutch, Sept. 23.
	Oreste (s)	Marinov ch	Trieste, Sept. 1.
	Countess of Elgin	Nacoda	Jeddah, Aug. 17.
	Futtey Rehmon	Na oda	Jeddah, Aug. 17.

DEPARTURES.

Sept.	Vessel.	Commander.	Destination.
26	Seaforth	Woodward	Calcutta.
	Taptee (s)	DeCosta	Surat.

The steamer Pearl, to Malabar Coast, was entered out for loading yesterday.

HOOGHLY.

ARRIVALS.

Sept.			
22	Edith Warren	Clark	Liverpool, June 11.
	Houghton	Nacoda	Jedda, Aug. 18.
	Conquistator	Lauro	Sicily Island, July 25.
	St. Jean Baptiste	Pachen	Madras, Sept. 8.

DEPARTURES.

Sept.			
22	Burmah (s)		
	Busheer (s)		
	River Clyde		
	James Wishart		

MADRAS.

ARRIVALS.

Sept.			
23	Nimrod		Covelong.
	Arabia (s)		Rangoon.

DAILY IMPORTS.—26TH SEPTEMBER.

FROM LIVERPOOL.

Atalanta (s), 24 cases sherry, W. Cooper & Co.
Albatross (s), 54 boxes soap, Goculmally Surufally.

FROM LONDON.

Valkyrien, 3 casks hardware, Abdoolally Jewakhan.
Ada (s), 60 cases brandy Bouneveille and Sibille.

FROM BORDEAUX.

Esperance, 195 cases brandy, Dinshaw Sorabjee & Co.

FROM GENOA.

Arabia (s), 4 packages akulcora, Hajee Adam Esmail & Co.

DAILY EXPORTS.—26TH SEPTEMBER.

FOR LIVERPOOL.

Cella (s), 16 bales hides, Mahomedbhoy & Co.; 60 bales cotton, Coorpall Vussonjee.
Hidalgo (s), 2,850 bundles coir yarn, Gheordhurdass Dewjee.
Arabia (s), 5,100 bundles coir yarn, Samjee Pudumsee; 75 packages cloves, Manore Hurrucksbund; 1,700 bundles galls, Damjee Virjee; 100 bales cotton, Govindjee Doongersey; 550 bundles galls, Ruzubally Allirums.
Euxine, 50 bales cotton, Mathoordass Gooculdass.
Orissa (s), 110 bales wool, Nursee Khutow; 30 bales wool Rhimjee Canjee; 68 baleswool, Jethia Purootum.

FOR LONDON.

Orissa (s), 60 bundles shins, Cheenee Esmail & Co.; 12 bundles hides, Khakeebhoy Nansee; 94 bundles hides, Suckoor Woosman; 27 cases hearabole, Chutoorbhoj Dewjee & Co.; 9 bundles hides, Chand Mahomedally Ahmed Moydin & Co.; 8 bundles hides, Munjee Cuya Bowa Cassum & Co.; 40 bundles skins, Mahomed Ally; 3 bundles hides, Dawoodbhoy Hassom; 21 bales hides, Visrambhoy Ebram; 34 bundle hides and skins, Sullamon Sallay; 1 case tortoiseshell, Dawoodbhoy Hassom.

FOR GENOA.

Arabia (s), 13 hhds. castor oil, Volkart Brothers.

FOR SUEZ.

Arabia (s), 11 packages drugs, C. Tyebally.

FOR HONGKONG.

Milbanke (s), 5 chests M. opium, Rampurtab Caloorum; 4 bundles bhayabolc, and 2 pots sandalwood oil, Ebram Nourdin & Co.

SALES AND PURCHASES.

PIECE GOODS.

The Market has been dull, and prices remain nominally unaltered. The following sales are reported to have been made by European firms yesterday:—

450	pieces	Grey Shirtings	40 inch	39 yds.	8¼ lbs.	Rs. 5	8 0
450	,,	,, T. Cloths	32	,, 24	,, 7	,, 4	4 0
600	pairs	,, Dhoties	45	,, 10		,, 2	4 0
500	pieces	White Jacconets	40	,, 20		,, 2	11 0
500	,,	,, ,,	40	,, 20		,, 2	14 0
500	,,	,, ,,	40	,, 20		,, 3	1 0
500	,,	,, ,,	40	,, 20		,, 3	4 0
9,000	yds.	Coloured Cloth				4¼ As. per lb.	

COTTON PURCHASES.

The Cotton Market closed dull, with almost nothing doing. Purchasers make no offers, but sellers are very anxious to sell. Below we give our closing quotations:—

Old Dhollera and Bhownuggur	Rs. 198 to Rs. 205	
,, Oomrawuttee	,, 210 to ,, 212	
,, Compta and Vingorla	,, 205 to ,, 210	
New Oomrawuttee (deliverable in Feb.)	,, 210	
,, Hinghunghaut (,, in Jan.)	,, 249 to ,, 250	
The purchases reported yesterday are—		
25 candies Veerumgaum (W. selection	Rs. 192	
25 ,, Vingorla	,, 211	

MILITARY.

ARRIVAL—SEPTEMBER 26.

Mennis, Surgeon, Staff, on leave, from Poona.

DEPARTURE.—SEPTEMBER 26.

Turner, Deputy Inspector General of Hospitals, Staff, to join, to Ahmedabad.
Scott, Colon J, 3rd Regiment N. L. I., to join, to Ahmedabad.

BOMBAY GOVERNMENT ORDERS.

(*Bombay Government Gazette*, Sept. 26.)

MILITARY DEPARTMENT.

Surg. Major J. F. Sheketon, A.B., M.B., of the Bom. Medl. Estabt., Assay Master, Calcutta Mint, is allowed furlough to Europe on private affairs, under Rule XI. of the Furlough Regulations of 1868.

Lt.-Col. G. F. Hogg, S. C., is permitted to proceed to Europe, on medical certificate.

Lt.-Col. S. C. Milford, S. C., is allowed furlough to Australia for two years, from date of departure in Nov. next, under Rule 9 of the Furlough Regulations of 1868.

Col. J. P. Nixon, S. C., Political Agent, Meywar, is allowed furlough to the Cape of Good Hope and Europe for two years, under Rule 9 of the Furlough Regulations of 1868.

The following temporary appointments are ordered:—

Capt. H. M. Burgess, 6-6 R. A., and Lt. W. B Hemans, C-D. R. H. A., to be acting third class Commissaries of Ordnance.

The Govt. of India has been pleased to extend the indulgence of furlough and free passage by sea, sanctioned for men of the Native Artillery serving at Aden, to the Aden troop. Rations on the passage are not admissible for the latter.

Asst. Surg. W. C. Kiernander, of the Bom. Medl. Estabt. is allowed furlough to Europe for one year, on medical certificate, under G. O. No 80 of 27th Jan. 1869, with permission to proceed by the next Overland mail steamer.

POLITICAL DEPARTMENT.

H. E. the Govr. in Council is pleased to recognize Mr. Charles Kapp as Ag. Consul for the German Empire at Bombay, during the absence of Mr. Otto Nolke.

H. E. the Govr. in Council is also pleased to recognize Mr. Charles Kapp as Ag. Consul for the Netherlands at Bombay, during the absence of Mr. Otto Nolke.

JUDICIAL DEPARTMENT.

Mr. Ramkrishna Dajee, in addition to his own duties as Police Inspr., Broach, performed the current duties of the Supt. of Police, Broach, from 18th June 1872 to 9th July 1872, both days inclusive.

Rao Bahadoor Chintaman Sakharam Chitnis, first class, third grade, Sub. Judge of Rutnagherry, has been allowed leave of absence, for four months, without allowances, under Sec. 9. Supplement F, of the Civil Leave Code.

Azum Krishnajee Moreshwar, Ag. Mamlutdar of Taluka Haveli, and Sub. Magt. of the second class, is invested with the powers of a Sub. Magt. of the first class in the Poona District.

Mr. Madhowrao Vithal Gore is appointed Public Prosecutor for the Rutnagherry Collectorate, on probation, for one year.

Mr. Luxmoon Juggunnath, Dist. Dy. Collr. of Belgaum, and Magt. F. P., is appointed to act as Supt. of the Belgaum Jail, until further orders, vice Mr. Nowrojee Byramjee, deceased.

Azum Munjoonath Sheshgiri, Head Carkoon of Siddapur Taluka, in the Canara Dist., is invested with the powers of Sub Magt. of the second class in that district.

REVENUE DEPARTMENT.

Mr. C. E. Steele, Dy. Collr. in Sind, is allowed leave of absence for six months to proceed to Europe, under Supplement F of the Civil Leave Code, Sec. 3.

Mr. H. E. Watson, performed the duties of third class Dy. Collr. and Magt. in the Shikarpoor Collectorate, in addition to his own as acting first and second class Dy. Collr. and Magt. in that Dist., from 27th Aug. to 7th Dec. 1869 and from 12th April to 16th Aug. 1870, both days inclusive.

Mr. Watson also held Magisterial charge of the Sukkur and Shikarpore Div., from 8th Dec. 1869 to 18th March 1870, inclusive.

Mr. G. C. Whitworth acted as Asst. Collr. and Magt. of Broach from 3rd April to 20th Aug. 1872, both days inclusive.

Mr. S. Hammick to be Asst. to the Collr. of Tanna.

The following arrangements are made during the absence, on privilege leave, of Mr. H. E. Jacomb, Ag. Dy. Commr. of Customs and Opium.

Mr. H. L. Wright, Senior Asst. Commr., to act as Dy. Commissioner.

Mr. T. M. Major, Asst. Commr., to act for Mr. Wright.

Mr. Shapoorjee Jamasjee Bhownuggry, Asst. Commr., to act for Mr. Major.

GENERAL DEPARTMENT.

Mr. Charles Schneider has passed the prescribed examination in Marathee.

FINANCIAL DEPARTMENT.

Mr. J. G. Moore, Asst. Commr. in Sind, has been permitted by H. M.'s Principal Secy. of State for India to return to duty on the 21st Oct. 1872, from Britdisi.

PUBLIC WORKS DEPARTMENT.

Mr. W. S. Howard returned to duty in the P. W. D. on the 14th Sept. 1872, and is appointed Ex. Engr., Deesa and Mount Aboo, from the date on which he may relieve Lt. Williams, R.E.

Lt. M. H. G. Goldie, R.E., has been appointed to act as Ex. Engr., Northern Concan, during the absence of Major J. R. Maunsell, R.E., on privilege leave.

PUBLIC WORKS DEPARTMENT.
(IRRIGATION BRANCH.)

Mr. J. D. Ferguson received charge of the office of Ex. Engr. for Irrigation, Guzerat, from Mr. E. G. Davis, on the forenoon of the 9th Sept. 1872.

Mr. G. N. R. Lambert was appointed to act as Ex. Engr., Fullalee Div., from the 21st May to the 3rd June 1872, both days inclusive, and is also appointed to act for Mr. Coghlan, Ex. Engr., Fullalee Div., during his absence, on duty, at Poona. On both occasions Mr. Lambert performed the duties in addition to his own.

Mr. J. Tate, Asst. Engr., was appointed to act as Ex. Engr., Begaree Div., from the 17th Aug. to the 16th Dec. 1870, both days inclusive.

Mr. J. G. Single, Asst. Engr., was appointed to act as Ex. Engr., Begaree Div., from the 2nd to the 7th July 1872, both days inclusive.

Mr. J. Tate, Asst. Engr., is appointed to act as Ex. Engr. Begaree Div., and received charge of the office from Mr. J. G. Single, on the forenoon of the 8th July 1872.

Mr. C. T. Burke, C. E., Asst. Engr. is appointed to act as Ex. Engr. for Irrigation, Sholapore, and received charge of the office from Mr. J. E. Whiting, C.E., on the forenoon of the 7th Sept. 1872.

EDUCATIONAL DEPARTMENT.

Mr. Govind Vithal Karkari, B.A., is appointed Asst. to the Educational Insp. C.D., as a temporary arrangement.

POSTAL NOTICES.

DEPARTURE OF OCEAN MAILS.

	Date.	Mail closes.	Afternoon packet.
United Kingdom	Sept. 30	5-30 P.M.	6-30 P.M.
Kurrachee	,, 27	11 A.M.	12 A.M.
Persian Gulf via Kurrachee	Oct. 4	11 A.M.	12 A.M.
China	,, 8	3 P.M.	No after packet.
Australia	,, 19	3 P.M.	
Mauritius, Reunion, &c.	Sept. 30	5-30 P.M.	6-30 P.M.

OVERLAND MAIL.

The Overland Mail Steamers of the P. and O. S. N. Company leave Bombay every Monday at 6-30 P.M.

Letters will be received at the General Post Office up to 5-30 P.M.

Newspapers, Books, and Patterns, up to 3 P.M.

Registered Letters up to 2 P.M.

Late letters, if fully prepaid by means of stamps in respect both of postage and of late letter fee (4 annas each), will be received at the Pier Post Office from 5-30 to 6-30 P.M.

The latest hour for posting Overland covers at the several Branch Post Offices will be 1-30 P.M.

The subjoined Table shows the dates of departure of Overland Mail Steamers from Bombay during the year 1872. The hour of the steamer's departure is 6-30 P.M.:—

Monday	Sept. 30	Monday	Nov. 18
,,	Oct. 7	,,	,, 25
,,	,, 14	,,	Dec. 3
,,	,, 21	,,	,, 10
,,	,, 28	,,	,, 17
,,	Nov. 4	,,	,, 24
,,	,, 11	,,	,, 31

POSTAGE BY THE BRINDISI ROUTE.

The Postage rates chargeable on Correspondence forwarded "via Brindisi," to the United Kingdom, or places served through the United Kingdom, are as follows:—

For the United Kingdom.

Each Letter per ½ ounce—annas 8.
Each Newspaper per 4 ounces—annas 2.
Each Book or Pattern Packet not exceeding one ounce—1 anna and 4 pie; not exceeding 2 ounces—annas 2, 8 pies; not exceeding 4 ounces—annas 4, 8 pies; every additional 4 ounces—annas 4 8 pies.

The full prepayment of Correspondence forwarded via Brindisi is optional and all covers not fully prepaid will, unless specially marked by the senders for transmission by any other route and conforming to its conditions, be forwarded via Southampton.

CHINA AND AUSTRALIAN MAILS.

The subjoined Table shows the dates of departure of China and Australian Mail Steamers from Bombay during the year 1872:—

CHINA MAILS LEAVE BOMBAY ON At 3 P.M.		AUSTRALIAN MAILS LEAVE BOMBAY ON At 3 P.M.	
Monday	Oct. 8	Tuesday	Dec. 17
Tuesday	,, 22	,,	,, 17
,,	Nov. 5	,,	,, 31
,,	,, 19	,,	1873 Jan. 1
Saturday	Oct. 19	Saturday	Nov. 14
			Dec. 16

MAILS TO MAURITIUS.

In supersession of Postal Circular No. 11, dated 26th January 1872, and Erratum, dated 2nd February 1872, it is notified that the dates on which Regular and Supplemental Mails will be made up are as given below:—

The dates of departure from Bombay of the Supplemental Mails are in consonance with the Time Table of the Messageries Maritimes Company, but as sometimes the French Mail Steamers leave Aden for the Mauritius before the dates given in the Time Table, the Indian Postal Department will not be responsible for any delay which the correspondence forwarded by that portunity may sustain at Aden.

Regular Mails.		Supplemental Mails.	
Monday	Sept. 30	Monday	Oct.
,,	Oct. 28	,,	Nov. 4
,,	Nov. 25	,,	Dec. 3
,,	Dec. 23	,,	,, 2

THE "BOMBAY GAZETTE."

THE following are now the uniform rates of subscription to the *Bombay Gazette* both for town and up-country subscribers:—

Subscription for One Year (*Post Free*)		Rs. 42	0	0
Half Year	*ditto*	,, 24	0	0
Three Months	*ditto*	,, 14	0	0
One Month	*ditto*	,, 5	0	0
One Week	*ditto*	,, 1	8	0

The above rates are for subscriptions paid *in advance*.

'BOMBAY GAZETTE" OVERLAND SUMMARY.

THE shape of the *Bombay Gazette Overland Summary* is now similar to that of the *Pall Mall Budget*. Residents in distant parts of India will find the *Gazette Summary* a convenient Weekly Paper of Bombay and general news. It contains all the Government Orders, Civil and Military, from the official *Gazettes*; specially-written Money and Commercial Market and Freight Reports; Leading Articles on the principal topics of discussion in India; and all the Local and General Intelligence of the Week.

The Edition for Indian Subscribers also contains the Telegrams received from Europe during the Week, and the Special London Correspondence, Political, Commercial, Military, and Sporting, published in the Daily *Bombay Gazette*.

A specimen copy will be sent on receipt of address.

Subscription for One Year, *Post Free in India*, Rs. 12.

Postage to England, Rs. 6-8 per annum.

BOMBAY PRICE CURRENT.

THE *Bombay Price Current* is published Weekly at the *Bombay Gazette* Office, on the Departure of the Overland Mail for Europe.

Per Annum	Rs.	10	0 0
Per Copy	,,	0	4 0

TO RESIDENTS OF POONA.

RESIDENTS of Poona may obtain the *Bombay Gazette* DAILY at Messrs. TREACHER & Co.'s, or Messrs. D. S. KEMP & Co.'s, POONA, price, 4 annas. Also, on Saturday the INDIAN EDITION of the *Bombay Gazette Overland Summary*, containing all the news of the week, the Telegrams received from Europe during the week, and the Special London Correspondence, Political, Commercial, and Sporting, published in the Daily *Bombay Gazette*.

NOTICE OF REMOVAL.

MR. E. M. WALTON, SURGEON AND MECHANICAL DENTIST, has removed from Meadow Street to No. 3, Hummum Street, above Messrs. Thomsen and Co.'s, Chemists, and nearly opposite Messrs. Soundy and Co.'s.

BOMBAY, BARODA, and CENTRAL INDIA RAILWAY.

Arrangements have been made by which PASSENGERS and SMALL PACKAGES from Bombay and Stations south of Bhaelar can be taken across the Damanugunga and Par Rivers as far as Bulsar.

The Railway Communication north of Bulsar continues interrupted, but the Telegraph has been restored.

No parcel exceeding one maund in weight will be received at present for transmission north of Bhaelar.

The Mail Train Service is suspended and the Mixed Trains only will be run until further notice.

J. R. DUXBURY,
Traffic Manager.

Bombay, 20th September 1872.

DOMESTIC OCCURRENCES.

[THE CHARGE FOR

gaum, Dharwar, and Canara districts; and also to Mr. Venkatesh Govind Tele, in the district of Poona.

DRUNK AND DISORDERLY.—At the Fort Police Court yesterday, before the Senior Magistrate, J. Adams, a European seaman, was charged with being drunk and disorderly in a public place, and was fined twenty rupees with the alternative of fourteen days' imprisonment.

GUZERAT REVENUE SURVEY.—Captain Cathcart, Assistant Superintendent Guzerat Revenue Survey, delivered over charge of the City Survey and Enquiry Office at Ahmedabad to Mr. C. F. MacCartie, C. S., on the 31st ult., and proceeded to Bombay to appear before the Medical Examination Committee.

THEFT OF Rs. 3000 BY A SON FROM HIS FATHER.—A Hindoo named Bhowan Mooljee, a share-broker, appeared before Mr. Nana Morojee on Wednesday, and obtained search and apprehension warrants against his son by name Shivlal, whom he charged with stealing certain gold and silver ornaments valued at about Rs. 3,000.

ILLEGAL SALE OF LIQUOR.—At the Girgaum Police Court yesterday, Powsee, woman, was charged at the instance of Mr. Inspector Colello with illicitly selling by retail spirituous liquor without a license from the Commissioner of Police. She was convicted and fined five rupees, and the liquor found on her premises was ordered to be confiscated.

STATEMENT OF SILVER BALANCE IN THE MINT.—Value of silver in the Mint on the morning of the 16th Sept. 1872, Rs. 1,66,36,588; add silver received during the week, Rs. 30,256; deduct new coin paid during the week, Rs. 3,00,000; total balance, Rs. 1,63,66,842. There are in addition 1,76,303 rupees' worth of silver bullion belonging to private individuals deposited in the Mint vaults and awaiting assay.

CUSTOMS DEPARTMENT.—The following arrangements have been made during the absence, on privilege leave, of Mr. H. E. Jacomb, Acting Deputy Commissioner of Customs and Opium:—Mr. H. L. Wright, Senior Assistant Commissioner, to act as Deputy Commissioner; Mr. T. M. Major, Assistant Commissioner, to act for Mr. Wright; and Mr. Shapoorjee Jamasjee Bhownagree, Assistant Commissioner, to act for Mr. Major.

BURGLARY.—On Wednesday Mr. R. Witchello, residing in No. 8 Clare Road, Byculla, reported to the executive police that, on the previous night, some person or persons put their hand through one of the barred windows and took from off the dressing-table, which was close against the window, some articles of jewellery. The police have already instituted an enquiry, but no trace of the persons or property has been found as yet.

THEFT.—A Mahomedan named Mahomed Yessoof was yesterday charged in the Fort Police Court before the Senior Magistrate with stealing two glass tumblers, the property of the P. and O. Steam Navigation Company. Mr. David Richards, in the employ of the Company, proved that the property belonged to the Company. The prisoner admitted the possession, and urged that he bought the tumblers at Hongkong. He was remanded to jail.

THE COUNTY JAIL.—There were in all 319 prisoners in the County Jail yesterday. Of these 241 were on the criminal side, and 78 on the civil side. Of the prisoners on the criminal side, 82 were from the High Court, 2 from the Insolvency Court, 138 from the magistrates of police, 1 to be executed, 2 to be tried, 2 sentenced to be transported, and 14 remanded by the magistrates of police. Of the prisoners on the civil side, 10 were from the High Court and 68 from the Small Causes Court.

OUR GAS LIGHTS.—With reference to a paragraph which appeared in Saturday's *Gazette*, pointing out the inconvenience and danger of not having the street lamps lighted in such streets as Medow Street till darkness has set in, we must in justice to the Gas Company mention that on the evening particularly referred to, the lamps were lighted within the time appointed by the Municipal Executive Engineer. The Executive Engineer fixes the time month by month at which the lamps are to be lighted and extinguished.

MORTUARY RETURNS.—The total number of deaths registered during the week ending Tuesday, the 24th September, was 338, being 59 less than in the preceding week, 56 more than the total of the week ending 26th September 1871, and 45 more than the mean of the corresponding period in the previous five years. During the week 263 births were reported in the different districts of the city.

Section or Sea-Section.	Population by Census of 1872.	Small-pox.	Fever.	Cholera.	Nervous System.	Resp. System.	Digestive System.	Accidents and violence.	Total (including other diseases).	Total birth ex. of still-born.
Colaba	16,817	...	3	...	1	...	1	...	5	6
Fort, Southern	3,027	...	...	...	1	...	...	...	1	1
Fort, Northern	29,565	1	2	...	1	1	...	...	8	11
Esplanade	10,464	...	1	...	...	...	...	...	2	4
Market	42,432	1	9	1	4	1	1	2	21	27
Mandvee	35,031	1	9	1	2	1	3	...	19	14
Chuk'a	36,963	2	8	...	1	2	2	...	20	16
Gomburkharee	48,849	...	18	2	2	2	3	...	36	21
Dongree	25,257	...	7	...	1	1	...	...	13	9
Dhobeetalao	36,963	...	13	...	2	1	2	2	24	19
Phuneswaree	20,527	...	1	...	...	...	...	...	1	5
Bhooleshwur	36,106	...	11	8	2	...	1	...	21	4
Kharatulao	22,969	...	15	...	3	3	3	...	27	14
Koombarwara	28,038	...	8	...	...	2	...	...	12	16
Khet'wree	24,486	...	6	...	1	5	...	...	15	15
Girgaum	20,425	...	3	...	1	...	...	...	7	6
Chowpatee	7,647	...	4	...	1	...	...	...	5	18
Walkeshwur	9,260	...	2	...	...	...	...	...	2	3
Mahalaxmee	5,827	1	1	1	...	...	...	...	3	5
Maza on	20,394	1	2	1	1	...	...	...	8	4
Tarwaree	11,098	...	1	...	...	...	...	...	3	5
Kamatteepoora	75,484	...	18	...	2	3	4	1	37	26
Parell	13,660	...	6	...	...	...	...	...	8	7
Seeree	4,442	...	1	...	...	...	...	...	6	1
Sion	12,477	...	2	...	...	1	1	...	4	2
Mahim	14,774	...	2	1	...	1	1	...	6	3
Wurlee	10,626	...	2	1	...	...	1	...	4	3
Harbour	22,171	...	...	...	...	...	...	...	...	...
Non-resident & unknown	...	...	1	2	...	2	2	4	...	17	...
Bombay	64,0636	8	157	16	27	23	33	4	338	263
Mean of corresponding weeks in the preceding five years.		3	102	4	37	42	31	4	293	66

The following statement shows the number of deaths of the different races or castes:—

Race or Caste.	Small-pox.	Fever.	Cholera.	Nervous System.	Resp. System.	Digestive System.	Accidents and violence.	Total (including other diseases).	Total birth ex. of still-born.
Boodhist—Jain, &c.	...	7	...	2	1	1	...	14	12
Brahman	...	3	...	1	1	...	...	7	4
Lingaet	...	2	...	1	...	...	...	3	1
Bhatia	...	...	...	...	...	...	...	1	2
Hindoo of other Caste	2	97	13	13	6	11	2	175	120
Hindoo Out-caste	1	14	...	2	...	1	1	25	4
Mussulman	1	29	2	6	12	13	4	84	52
Parsee	3	1	...	1	3	1	1	18	25
Jew	...	...	...	...	...	...	...	...	2
Native-Christian	...	3	1	...	...	3	...	9	11
Indo-European	...	1	...	...	...	...	...	1	...
European	...	...	...	1	...	...	...	2	4
Negro-African	...	...	...	...	...	...	...	1	...
Chinese	...	...	...	...	...	...	...	...	...
Unknown Race	...	...	...	...	...	...	...	...	...
Total	8	157	16	27	23	33	4	338	263
Corresponding week '71.	4	109	1	47	21	21	3	282	21

HIGH COURT.—27TH SEPTEMBER.

Appeals before the Hon. Mr. Justice Gibbs and the Hon. Mr. Justice Green.

278-71—Shapurjee and Thakurdass—Framjee Nowrojee Mody v. Navazbai—P. Dinshaw.

73-72—Craigie, Lynch, and Owen—Dwarkadass Vussonjee v. Rahimbhoy Aladinbhoy—Jefferson and Payne.

(Before the Hon. Mr. JUSTICE BAYLEY.)

LONG CAUSES.

785-71—Khanderao—Saroop Huckma and others v. Narayen Raghoba and others—Hope.

551-71—Manisty and Fletcher—Moolchund Dowla and others v. Mahomed Khan, &c.,—Rimington, Hore and Langley.

90-71—Macfarlane and Skipsey—Coostna Carmee and others v. Damodhur Pandoorong—Dallas and Lynch.

187-71—Hope—Ambaram Nurbharam v. Cassinath Bulall and others—Mody.

256-71—Dallas and Lynch—Burjorjee Framjee v. Heerjee Hunsraj—Garud.

784-71—Dallas and Lynch—Kesowjee Toolsidas and others v. Soloman Volkart and another—Jefferson and Payne.

700-71—Hearn, Cleveland, and Peile—Byramjee Bejonjee and another v. Dhunbai, widow—No appearance.

706-71—Tyabjee—Hissamoodin bin Shaik, &c. v. Joosub Ahmed and others—Thacker and Chalk; Rimington, Hore, and Langley; and Leathes and Crawford.

149-71—Jefferson and Payne—Kissondass Jumnadass v. Sewlall Motibull—Craigie, Lynch, and Owen.

511-71—Prescot and Winter—Hirsgur Tullockgur v. Sooroopabai—Hearn, Cleveland, and Peile.

717-71—Tyabjee—Narounjee Shamjee and others v. John T. Bell and others—Prescot and Winter.

71—Hope—Bomanjee Nowrojee Cooper v. Mahomed Alli Hajee—Dallas and Lynch.

278-71—Hearn, Cleveland, and Peile—Naronjee Suntojee v. Cumajee Sewram—Macfarlane and Skipsey.

SHIPPING ITEMS.

THE BARQUE FUTTEH RUHMON, 436 tons, Nacoda, arrived yesterday from Jeddah (August 17) with a general cargo and twenty-nine deck passengers.

THE S.S. ISA, referred to in a telegram from Aden, was laden with a cargo of rice, and left Rangoon in May last and Galle 2nd June, bound to Malta for orders.

THE SHIP COUNTESS OF ELGIN, 713 tons, Nacoda, arrived yesterday from Jeddah (August 17) with a general cargo and three hundred and forty-five pilgrims as deck passengers.

THE S.S. KUMBACHEE, 346 tons, Captain R. Henderson, sailed yesterday for the Malabar Coast with a general cargo and the following passengers:—For Carwar—Mr. Sharkey; and thirty-five deck passengers for different ports.

THE S.S. TAPTEE, 103 tons, Captain, C. P. DaCosta, sailed yesterday for Surat with a general cargo and the following passengers:—Colonel Scott, Surgeon-Major J. Turner, Mr. and Mrs. Shapoorjee, and thirty-five deck passengers.

THE AUSTRIAN LLOYD'S S. N. Co.'s S.S. ORESTE, 561 tons, Captain S. Marinovich, arrived yesterday from Trieste, &c., (September 1) via the Suez Canal with a general cargo and the following passengers:—Mr. and Mrs. R. Redslob, Mr. H. Jensen, Captain Pedder, Mrs. Behrens and five children, Mr. and Mrs. Stanasi Diamanvichi and two children, and eighteen deck passengers.

THE S.S. PEARL, 366 tons, Captain W. Morrison, arrived yesterday from Cutch (September 23rd) with one hundred and thirty-eight deck passengers, and specie of the value of 32,975 rupees from different ports as below:—From Mandvie—6 sooras gold and 3 sooras silver, value Rs. 10,800. From Porebunder—2 sooras gold and silver, value Rs. 3,800. From Veraval—12 sooras silver, value Rs. 18,375.

STATE OF THE TIDE AT BOMBAY.

High Water. Time.	High Water. Height.	Sept.—Oct.	Low Water. Time.	Low Water. Height.
H. M.	FT. IN.		H. M.	FT. IN.
8 6 m	2 7	Friday 27	0 34 m	2 9
7 45 a	0 9		2 22 a	0 6
9 6 m	3 3	Saturday..... 28	3 1 m	3 0
9 5 a	1 7		3 29 a	1 8
9 50 m	3 11	Sunday 29	3 11 m	3 5
9 56 a	2 8		4 7 a	2 9
10 24 m	4 8	Monday..... 30	3 50 m	4 1
10 53 a	3 8		4 58 a	3 10
11 51 m	5 1	Tuesday..... 1	4 35 m	4 7
11 4 a	4 8		5 1 a	4 10
11 18 m	5 6	Wednesday ... 2	5 10 m	5 0
11 39 a	5 7		5 28 a	5 9
11 44 m	5 10	Thursday 3	5 41 m	5 4
.....	.....		5 55 a	6 6

Moon—New 2nd, 8h. 21m. P.M.

THE WEATHER AND THE CROPS.

THE following season reports for the fortnight ending 25th inst., are published in the *Bombay Government Gazette*:—

Ahmedabad, 24th Sept.—Rain 64 cents. Bajree harvest commenced, remaining crops good; a flight of locusts passed over Veerumgaum district into Kattywar. Wheat 10·7, bajree 13·1.

Kaira, 24th.—Rain 1·8 inches. Rice 6·9, bajree 13·6 kilogrammes; crops have been damaged by locusts in a few villages.

Broach, 24th.—Rain 4·53 inches; crops good; bajree 16 kilogrammes.

Surat, 25th.—Rain 8·39 inches, which with flood has injured certain crops, &c. Wheat 9¾ seers.

Tanna, 24th.—Rain 6·30 inches. Crops in good condition; rice 7 to 11, wheat 8 to 9, dall 7 to 8, bajree 11 to 11½.

Colaba, 21st.—Rain 7·97 inches. Rice, nachnee, &c., in a thriving condition; rice 8·5 seers per rupee at Alibaug.

Khandeish, 24th.—Rain 6·90 inches. Bajree 11 seers; crops partly damaged by flood.

Nassick, 24th.—Rain 6·84 inches. Crops promising; bajree 11 seers, rice 7.

Ahmednuggur, 24th.—Rain 7·88 inches. Bajree 11·3 seers; early crops generally in good condition.

Belgaum, 24th.—Rain 2·81 inches. Crops thriving; jowaree 12 to 13 seers.

Poona, 24th.—Rain 3·28 inches. Grain and cotton crops good; bajree 9¾.

Sholapore, 25th.—Rain 12·72 inches. Crops suffering from excessive rain; jowaree 14·69 kilogrammes.

Sattara, 24th.—Rain 5·21 inches. Bajree 10 seers, khurreef crop excellent, cotton crop good.

Kulladghee, 23rd.—Rain 7·57 inches. Early crops flourishing; late and cotton sowing progressing favourably; jowaree 14.

Rutnagherry, 21st.—Rain 2·14 inches. Reaping of early rice and nagli in progress, wurkus crops slightly suffered for want of rain, rice 6·7 seers.

Canara, 24th.—Rain 4·47 inches, favourable to crops. Rice 9·6 seers.

Dharwar, 24th.—Rain 1·25 inches. Moderate fall throughout the collectorate. Crops healthy; cotton sowing completed in some talookas and in progress in others; jowaree 15 seers.

Kurrachee, 24th.—Rain 97 cents. Wheat 11·19, and rice 7·46 seers. River fallen considerably. Locusts everywhere. Extensive destruction of crop in Dadu talooka by a great flood from Northern Hills.

Hydrabad (Sind), 23rd.—Rain 1·40 inches. Heavy abnormal gale 15th and 16th from north-east, with heavy rain and high thermometer. Locusts damaged crops in five talookas, otherwise reports of kurreef good. Much land flooded for rubbee. Indus falling, now 12 feet above zero. Dengue bad at Hydrabad. Districts and cattle healthy. Prices little higher.

Upper Frontier, 24th.—Rain 1·32 inches. Weather getting pleasanter. Khurreef and peshrus crops ripening. A flight of locusts crossed over yesterday from east to west. Fever prevalent. Grain 14·8 seers.

Rajkote, 24th.—Rain 1·65 inches. Crops favourable; bajree 10·7 kilogrammes.

Wadwan, 24th.—Rain 1·21 inches. Crops thriving, but slightly damaged by locusts, which appeared from north-west and took south-easterly direction. Fever prevails. Bajree 10 seers.

Baroda, 24th.—Rain 1·65 inches. Crops flourishing; bajree 12½ seers.

Surat, 25th.—Weather fine. Cotton crops healthy.

Muswud, 24th.—Weather continues showery. Cotton plants looking well; crop prospects very favourable.

Dharwar, 24th.—Rain 1½ inch. Weather good. Cotton and grain crops healthy; cotton sowing nearly finished.

Kurrachee (Sind), 24th.—Though locusts abound cotton crops do not appear to have suffered much.

GOLF AT POONA.

THE LADIES' CUP.

A CUP, kindly presented to the Golfers of the Bombay, Poona, Nassick and Nuggur Clubs, was played for at Poona on Monday, the 23rd inst. A prize, borrowing so much additional value from the graces of its donors, naturally attracted numerous competitors. Bombay mustered 8 players, among whom the *Prophet* and Willy B. were the most conspicuous; Nassick contributed only one, but Erskine is well known to be a host in himself, and a very hospitable one too. Harris should have represented Nuggur, but was too *harassed with fatigue* duty drill. The Poona six presented a formidable array, consisting of five gallant Colonels and Captain Ryves. The question as to who was likely to be the victor, in the presence of so many *Colonels*, seemed a *hard nut to crack*. They were—

Great-hearted Bob Koosh, and his friend
Walker, an angler born;
Francis and Waddington, whose hearts
Upon their sleeves were worn;
And Laughton, too, of iron nerve
And muscles hard as horn.

The links were admirably chased, though some of the holes were a trifle short. The longest hole was 414 yards and the shortest 149 yards. The whole distance, comprising 15 holes, covered in a direct line from hole to hole, 2 miles and 200 yards—(Arree! burra Sahib make pucka survey!)—starting from the vicinity of the Gymkhana shed and extending round the cricket ground. Of nullahs there were plenty: some had water in them, and one of these had such an attraction for a certain Bombayite, "whose name shall be nameless now," that he could not make his mind to leave it until he had played 16 strokes. The way, however, in which Baker, Erskine, and Stevenson set difficulties at defiance and cleared all obstacles with that precision and elegance of style which hails its origin from the North Britain, baffles description. Two rounds of the links decided the merits of the players. The first round was played at 7 o'clock A.M., when Erskine accomplished the distance in 72 strokes, Baker in 75, and Melvin (Bombay) in 79. Stevenson was unluckily out of sorts and ran up a score of 85, which, however, he did his best to make up for in the afternoon, by making his second round in 71, the best performance of the meeting. Baker's steady play produced him another good round, while Erskine got *put off* by some excruciatingly bad luck at the commencement of the afternoon's play and made, for him, the long score of 80. These results brought the total scores as under:

W. A. Baker	149	...	1
H. N. B. Erskine	152	...	2
R. Stevenson	156	...	3

Proxime accessit

W. F. Melvin	157	...	0

A handicap had been set on foot, for the benefit of those who were not fortunate enough to win the prizes obtained by the first three players, and it was with great pleasure that we hailed Col. Francis as the winner of the same. On Tuesday morning a foursome, Stevenson and Baker versus Erskine and Ryves, produced a most exciting contest, the former couple winning by one hole only. Altogether it was a most successful meeting, all got prizes of sorts. The gallant Colonels of the 1st Grenadiers were especially liberal with their loving cups, and the entertainment which they gave us at their mess raises an era in our existence. We don't know whether it was the music or the parting *dochee darus* that was so inspiriting, but as everybody was very jolly that evening and no headaches were heard of next morning, I suppose it must have been the music. Poona, as usual at this season, was alive with all kinds of excitement. Among other things, there was the Horse Show. For the sake of Bombay, we wish there had also been a Dog Show and a Cattle Show, as we are perfectly certain that Toodle'ums would have won a prize, and we have small doubt but that that nice boy Jones's calves would have won the hearts of the judges.

Here's to our next merry meeting.

WHITE HEATHER.

POONA RACES—1872.

(FROM OUR OWN CORRESPONDENT.)

FIFTH DAY—TUESDAY, 24TH SEPTEMBER.

THIS was the last of the Poona meeting. The day was bright and beautiful, the attendance good, the racing tolerable, and altogether people appeared to enjoy themselves and to be satisfied with the bill of fare prepared for them by the indefatigable Secretary, Colonel Anderson. The sensation of the afternoon was the run-away victory of the little galloway, Chieftain, in the handicap for the Thakoor of Palitana's gift of Rs. 500, and the hollow defeat of the favourite, Tokay, who, getting 2 lbs. from the winner, 14 lbs. from Merrylegs, and 21 lbs. from Maharaj, was beaten half a mile from home, and this confirmed the opinion I expressed in my account of Saturday's racing respecting his claim to be considered a Derby favourite. I am now convinced that he will have no chance over that long and severe Calcutta course. Chieftain will probably be entered on the 1st November, and ought to prove a more likely competitor. But I look on Trumpeter as the most dangerous horse yet on the card. His party refused to run him here after his victory on the first day although he was fairly handicapped more than once, and as they have refused an offer of Rs. 3,000 for him, they are evidently keeping him as a reserve for something important.

The great Poona Horse Show has rivalled the races in attracting the attention of owners of horses. Satellite carried off the grand prize of Rs. 500 presented by the Governor for the best of any class, breed, or sex, and there can be no doubt that for blood, bone, and soundness he was *facile princeps*. His owner, Ali Abdoola, showed two splendid galloways, Shanghai and Chieftain. The first is simply perfect in make and shape and known to possess the best blood of any Arab imported for years; whilst the latter has proved himself at this meeting one of the fleetest and stanchest Arabs of the day. These beautiful little horses, however, did not meet with favour at the hands of the sapient judges, who awarded the prize to a low bred buffalo-like white galloway with spavined hocks, one gallant and well known officer requesting that Chieftain should be at once removed as "a weed." I could tell you his name, but I won't. It might hurt him, and could be of no advantage to you or your readers.

1ST RACE.—"A MATCH." 1½ mile. 100 G.M.

	st. lb.
Mr. G. Richards'.....b a h Moonshine	8 11 W. O.
H. H Aga Khan's .....b a h Short Tail	8 12 Paid forfeit.

The first race on the card was a match between Short Tail, a horse of H. H. Aga Khan's, and Mr. Malins's Moonshine, which resulted in a walk over for the latter, the Aga showing his judgment in declining to stake more than obliged on such a brute as Short Tail.

2ND RACE.—"THE MONSOON STAKES," of Rs. 500. Forced for all Arab and country-bred horses that have won during the meeting (G. R. races excepted, unless otherwise specified in the terms of the race) at an entrance of five G. M. for each race won. Losers of the above classes can enter at 8 A.M. the day before the race at 10 G.M. with half forfeit for not standing the handicap. Highest weight not to exceed 10 stone. Two miles.

	st. lb.	1st	2nd	3rd
Mr. Ali Abdoola's .....b a h Sunbeam	8 12	Oomer		1
Aga Moochool Shah's..g a p Silvertail	9 10	W. Brewtey	2	
Mr. Ali Abdoola's.....b a h The Earl	9 0	Owner		3
Mr. Nusserwanjee Maneckjee's.....b a h Udwance	8 8	Rowjee		0
Mr. Abdool Raymon's.b a h Volcano	8 8	Hastings		0

Time—3m. 55s.

The Arab winners' handicap produced five starters. The weights had been so fairly awarded as to induce each owner to think he had a good thing. The public generally stood the top weight, Silvertail, and backed him, in some instances, at evens against the field, but the Earl and Volcano had many friends. Sunbeam, sent only to make running for the Earl, jumped off with the lead, of which, however, he was deprived after the first quarter by Volcano, Udwance lying third, Silvertail fourth, and the Earl last, several lengths in the rear. Rising the hill Udwance was beaten, the Earl, running exactly as he did on the first day, most unkindly failed to gain a foot on the leader, who went on as at first until half-way up, when Silvertail closed, and at the top the three were well together. A quarter of a mile from home Volcano gave way, and the light weight and hard ground favouring Sunbeam, he raced home a winner by three lengths from Silvertail, the rest pulling up.—Time, 3m. 55s.

3RD RACE.—"THE GALLOWAY HANDICAP."—Rs. 300 from the fund. For all galloways that have started during the meeting. Entrance 7 G.M. with 2 G.M. forfeit for not standing the handicap. One and a half mile.

	st. lb.	1st	2nd	3rd
Mr. Ali Abdoola's .....c a g Shanghai	8 8	Oomer		1
Mr. Ali Abdoola's .....c a g Chieftain	7 3	Hastings		2
Capt. Syed Ali Riza's..g a g Wreck	9 0	W. Brewtey		3
Mr. Mahomed Beg's ...g a g Khoosamdum	7 10	Blackburn		0
H. H. Aga Khan's.....c a g Merrylegs	9 0	Syed		0

The handicap succeeded in bringing five galloways to the post for this. Mameluke and Shanghai pretty equal favourites. Three to one against the Wreck. The race needs little description. Shanghai, in receipt of 9 lbs. from Mameluke, waited till the last turn, and then came away, and won by a couple of lengths in 2m. 59s.

4TH RACE.—"STEWARDS' PURSE," of Rs. 500. Forced for all English and Colonial horses that have won during the meeting, (G. R. races excepted, unless otherwise specified in the terms of the race) at an entrance of 5 G.M. for each race won. Losers of the above classes can enter at 8 A.M. the day before the race at 10 G.M. with half forfeit for not standing the handicap.—Highest weight not to exceed 10 stone 7 lbs. 2 miles.

	st. lb.	1st	2nd	3rd
Captain Affleck's.....g a h Royal Duke	11 0	Mr. Elliott		1
Major Probyn's.....c a h Welshman	9 8	Captain Stack	2	
Dr. Beale's.....c a h Romulus	9 10			0
Mr. Martin's.....b a h Florican	9 2	Hartman		0
Major Probyn's .....g a h Elphinstone	9 12	Owner		0
Captain Hogg's .....c a h Lucifer	9 4	Owner		dr.

Royal Duke, his 11 stone notwithstanding, was made a warm favourite for the gentleman rider's race, at evens, and he justified the confidence of his backers by winning easily in 3m. 1s. Welshman second. The rest nowhere. The Duke looked anything but fit, and I have no doubt that well trained he is as good as any Arab in the country. At a place like Mhow, where Welter weights are the order of the day, he would prove invaluable.

5TH RACE.—"THE PONY RACE."—For all ponies 13.2 and under. Catch-weight over 9 stone. Half-mile heats, Rs. 150 from the fund. Entrance 2 G.M., G. R.

	st. lb.	Heats 1st	2nd	3rd
Aga Moochool Shah's..g a p Arab Spirit	9 0	Mr. Elliott	1	2
Mr. Ali Asker's .....g a p Mahboob	9 0	Capt. Hogg	2	1
Mr. Ali Abdoola's.....b a p Trichinopoly	9 0	Owner	3	3
Captain Charles'.....b a p Bagdad	9 0	Owner	0	0
Dr. Beale's .....c p F. W. B.	9 0	Mr. Gaye	0	0

The Pony Race was productive of good sport. Four of the five starters found backers, and F. W. B. having a slight call in point of favouritism. Arab Spirit won after an exciting finish by a neck from Mahboob, Trichinopoly third. The second heat brought Mahboob to the fore, Arab Spirit second. Deciding heat, run after the last race, in the dark, left the victory in the hands of the game little "Spirit" by two or three lengths, amidst the shouts of the Persian Brigade. Condition alone pulled this little pony through his difficulties, for he was running at level weights against ponies three to four inches higher, and looked quite a pigmy in their midst. In fact, I noticed that all the horses trained by the Aga came to the post as fit as it is possible to make them. Time—1st heat, 55s.; 2nd heat 56s.

6TH RACE.—"H. H. THE THAKOOR OF PALITANA'S PURSE," value Rs 500. A handicap for all Arabs. Distance 1½ miles. Entrance Rs. 100. Rs 25 forfeit for standing the handicap.

	st. lb.	1st	2nd	3rd
Major Lindsay's .....b a g Chieftain	8 3	J. Brewtey		1
Mr. Abdool Raymon's b a h Merrylegs	9 1	Hastings		2
H. H. Aga Khan's .....g a h Maharaj	9 9	W. Brewtey		3
Mr. Ali Abdoola's .....c a c Tokay	8 1	Oomer		0

For His Highness of Palitana's munificent gift four Arabs faced the starter. Tokay, with his light weight, was at once installed favourite, 2 to 1 against Maharaj and Merrylegs, 3 and 4 to 1 against Chieftain. The result completely upset all preconceived ideas. The crack Tokay was never in the race from start to finish, and the outsider, little Chieftain, unbacked by his trainer, the astute Ali Abdoola, who stood Tokay for as much as he could get on, made all the running, and won untouched in a canter by five or six lengths in 3m. 26s. Merrylegs, conceding 12lbs. to the winner, was second, Maharaj third.

7TH RACE.—"THE LADIES' PURSE."—Rs. 300 from the fund. For all Arabs, the property of officers of H. M.'s Civil, Naval, and Military Services. Entrance 2 G.M. A free handicap. Distance 1½ miles.

	st. lb.	1st	2nd	3rd
Captain Affleck's.....g a h Royal Duke	11	0 Mr. Elliott		1
Major Probyn's.....c a h Welshman	9	8 Captain Stack	2	
Dr. Beale's.....c a h Romulus	9	10		0
Mr. Martin's.....b a h Florican	9	2 Hartman		0
Major Probyn's .....g a h Elphinstone	9	12 Owner		0
Captain Hogg's .....c a h Lucifer	9	4 Owner		dr.

8TH RACE.—"THE THAKOOR STAKES."—Rs. 300 presented by H. H. of Palitana. A free handicap for all beaten Arab horses with a starting stake of Rs. 100. Distance 1¼ mile.

	st. lb.	1st	2nd	3rd
Mr. Abdool Raymon's b a h Volcano	9	3 Hastings		1
Mr. Ali Abdoola's .....b a h Sunbeam	9	12 Omer		2
Mr. Richards' .....b a h Moonshine	8	10 W. Brewtey		3

Time—2m. 57s.

The Palitana Thakoor again gave proof of his generosity by giving Rs. 300 for all beaten Arabs. The handicap was not as good a success as the others, the inferior horses not getting sufficient allowance. Sunbeam was a hot favourite, odds of 4 to 1 being laid on him, but Volcano, admirably ridden by Hastings, bowled him over amidst the shouts of fielders by half a length. Moonshine was beaten before half the distance was traversed. Volcano is an improving horse, and, if he is ridden by a jockey who can hold him in the Calcutta Derby, will not be far from the winner in that great race.

OBSERVER.

INSOLVENTS

NOTICE is given, that the petitions of the several persons hereunder named and described have been presented to the Court for the Relief of Insolvent Debtors, Bombay, praying respectively for the benefit of the Act made and passed in the Eleventh year of Victoria, Chapter XXI.:—

Ramdhun Ramgopall, a hoondee broker.

Narrondass Damodhurdass, a Gujeratee writer, now unemployed.

Baba Moreshwar Patuck (*alias* Ramcrustna Moreshwar Patuck), a priest.

Pedro Antonio Dias, an English writer.

Mottoolall Culliandass, a Gujeratee mehta.

Bhugwandass Vundrawun, a dealer in grain and cotton.

James Campbell, lately an Inspector in the Health Department, Municipality.

Hajee Currim Mahomed, who lately traded in Bombay in partnership with Thacker Terzeey Vulloo, and also in his name as a contractor in supplying dubbars, &c.

Walljee Sungjee, who traded as cotton merchant in partnership with Purshotum Sungjee, Gokul Jetha, Madhowjee Bhanjee, Valloo Visram, Poonjee Tarrachund, and Veerjee Nensey, under the name and firm of Walljee Sungjee, and Narrayenjee Purshotum & Co.

Purshotum Sungjee, who lately traded in partnership with Walljee Sungjee, Gokul Jetha, Mahdowjee Bhanjee, Valloo Visram, Poonjee Tarrachund, and Veerjee Nensey under the name and firm of Walljee Sungjee, and Narronjee Purshotum & Co.

Wittoba Suntoojee, a fruit seller.

Ragoba Sedojee and Nandew Sedojee, goldsmiths.

Dhunjibhoy Hormujee, who lately carried on business in partnership with Framjee Pestonjee under the name of Framjee Pestonjee, as cheroot-seller.

Nurbhairam Chubbuldass, a Gujeratee writer.

Anundrow Babunjee, a copper-smith.

Jewanjee Cooverjee, a broker.

Babool Sunker, a goldsmith.

Sittaram Abajee, a tovernment pensioner.

Ramchundra Damodhurjee, an extra clerk in the Asiatic Society.

Bhawoo Babajee, a goldsmith.

Dhondoo Monajee, and Govind Bapoojee, the first named insolvent is a contractor, and the second a carpenter.

Govind Monajee, a contractor.

Cassum Essa, formerly a merchant, now unemployed.

Dorabjee Nowrojee, formerly a shopkeeper of Chunaware, and now unemployed.

Canjee Dewjee and Toolseydass Dewjee, lately traded under the name of Kessowje Chuttoor as general merchants.

Jamsetjee Cooverjee and Nowrojee Burjorjee, carpenters.

Heerajee Antoba, a manifest clerk on the Carnac Bunder.

Goverdhundass Khutow, who lately traded in partnership with Khutao Gangjee under the name and firm of Khutao Ganjee as a general merchant.

Madarbhaee vallud Camalbhoy, a carpet-maker.

INDIAN ITEMS.

UPWARDS of ninety bodies of the persons who were drowned by the upsetting of a boat in the Ramganga have been recovered.

THE GOVERNMENT has consented to the request of the Calcutta Chamber of Commerce to extend the holidays to the 19th of October.

To the list of suitable sites for European colonies in this country, the *Indian Daily News* has added the Mohtoor plateau, 76 miles north of Nagpore, between the Chindwarra and Mahadeo hills.

WE understand that the suit of A. Philipps *vs.* A. G. Roussac in the High Court has been amicably settled after a day's hearing, the defendant agreeing to pay Rs. 10,000 in full of all demands.—*Indian Daily News.*

DENGUE has at last found its way into the Madras penitentiary, and the happy denizens have felt the aches and pains that other mortals have been subject to for some time past. Last Saturday there were forty-six cases.

RETURNED CONVICTS.—Seventy-five returned convicts from Port Plair are at present located in the Calcutta police lock-up, having arrived here on Saturday last in the s.s. Scotia, the several terms of their punishment having expired. All of them being natives, and the majority from the North-west, arrangements are being made for their conveyance, as usual, to their native places.—*Englishman.*

THE BISHOP OF CALCUTTA.—The Lord Bishop of Calcutta arrived here on Saturday last, and preached a sermon on S

led that not an eye on the ridge caught a view of its movements or guessed its presence there. Puff followed puff. It was quite evident that the Southern Army were determined to have Shute's Camp out of that. A camp is a large mark, and even at 2,200 yards our 9-pounders can make pretty practice at it.

Horses are easily stampeded by shells; in a word, the camp was untenable as soon as that battery opened on it. The Artillery, which had limbered up some time before, in anticipation of a movement, were as much exposed as the horses, and the guns on the extreme left, which were supposed to be capable of enfilading MacMahon's artillery, could scarcely have done so, owing to the distance and want of a clear view of them. The pieces were fired with deliberation, and, had they been provided with shell, horse and man must have received it, and the camp must have left all standing and abandoned in hot haste; such, at least, was the opinion of the umpires, and the Duke gave the order to Shute to strike his tents and retire immediately. This was done in pretty good style, though some canteen and hospital tents were left on the ground, but the cavalry formed up in front of their lines, and the Hussars were for some minutes exposed as a mark broadside on to the enemy's fire. These are matters which fire would at once correct, and it is not possible for men with every forethought to comport themselves when they are all in perfect safety from anything but criticism as they would do were they in imminent danger.

Two things seemed apparent to a spectator who was not better informed respecting the motives of the generals than most of us—and one was that Shute had pitched his camp in an exposed situation, so that his enemy could not only look into it, but shell it, and another that Walpole's whole Cavalry, oppressed, perhaps, by the moral check of the decision of the Umpire Staff the day before, had not displayed any activity, and were waiting for whatever was to happen after 8 o'clock. Now, it must be remembered that Michel's army must be supposed to be only part of an invading army, with an imaginary detachment at Yeoril, another at Sturminster, and a third at Ringwood, while Walpole's force is merely the advanced corps of a great army," supposed to be at Aldershott, which has arrived at the line of the Wiley. Wilton being occupied by 3,000, and Salisbury itself by 6,000 men. If Walpole, instead of waiting to be attacked on the Wiley, could have held that stream and pushed back the enemy from their position, menacing it, he might have caused a great derangement of the general plan of the invader; and his night march would have intended for some such purpose. His Cavalry were now obliged to quit their camp in some disorder; indeed, for a long time they were open to annoyance from the Artillery, which now advanced to a new position, and if a heavy battery had been added the horse would not have been able to reach their second line of observation. The guns between Great Bridge Wood and Groveley kept pounding steadily, but there was no sign that the Southerners meant to do anything more than annoy the camps. At 10-55 Shute's Cavalry had struck their tents and retired to a position in rear of their original lines, as there were no signs of life on the other side, and there was but an advance of a troop of Artillery on Marshall's left, which opened fire on the well-covered guns on the opposite side. The Duke and his Staff, preceded by Sir R. Airey and Colonel Middleton, cantered towards the Wiley at a point where a frail wooden bridge spans the river near the village, passing Prince Arthur, who was on the stream. The narrow river was crossed here, and General Airey found Colonel Baker and his Staff in a hollow in the rising ground, where they were watching the effects of the guns on the Northern horse. Here MacMahon's Light Cavalry, with 18 guns, were quite ready to take advantage of their success and to harrass the enemy; and although they had no Infantry supports visible it entered into the heads of the more impetuous spirits that it would be possible with 500 dismounted men, their 18 guns, and the whole of the Cavalry, to burst through the enemy's lines and force the river. Sir Hope Grant was, however, understood to order that the guns should not be advanced, and that no serious movement likely to bring on a general engagement should be attempted. General MacMahon was unwilling to make any demonstration of a serious character, as he was expecting Sir J. Michel, and that officer soon after came down towards Baker's Cavalry, and examined the banks of the Wiley and the movements of the enemy, whose horse were drawn up on the ridges in view. The Duke of Cambridge, the Prince of Wales, and the foreign officers came over now to the position over Wiley Cowbotton, and for nearly an hour there was an inactivity which seemed to mean that all was over for the day. So strong was that belief that several of the foreign officers went away, and thus missed a very pretty day, which was partly the result of accident. The Duke desired that something should be attempted by the cavalry, but Sir T. MacMahon's inactivity was forced upon him by orders conveyed by Sir Hope Grant, and the Duke was not aware that he had given any directions which could fetter the freewill of the Generals in the use of their cavalry and artillery. A conference was held at which the officers of the Umpires Staff and Sir T. MacMahon and Colonel Baker stated their impressions concerning the directions received from the Umpires the night before. But Sir Hope Grant did not appear to admit that he had said anything which should have prevented the employment of the cavalry and guns as the General in command thought fit, except that they were not to bring on a general engagement; while Colonel Baker maintained that the orders he received restricted him to small patrols and reconnaissances. This duty had been done so well that it was boasted officers and men of the force had swept round quite in rear of the whole of Walpole's position. The Duke is placed in a difficult position in such cases. If he gives a written order it is likely to be represented as an interference with the liberty of action of the Generals, and if he issues verbal orders they are liable to be misunderstood. But on this occasion he washed his hands of any responsibility, and told Sir T. MacMahon, "You can do just as you please, but, mind, I give you no orders." The different views by Sir Hope Grant and Colonel Baker of the directions received verbally show the importance of writing off the orders of the General when they are to bear on field operations. Here were the guns of King, Andrews, and Strangeway, and two Brigades of Horse reduced to something like impotence by a construction of a diarium, which, read by the light of the paper written for the guidance of the Generals, could not have been taken in the sense placed on the words used by Sir H. Grant. When the Duke left the ground and rode back towards the Wiley, it certainly looked as if all was over, MacMahon retired, men and guns, over the ridge, and there the men dismounted and remained for some time. There was at intervals an artillery fire. At 10-55 the guns on the left of Marshall's position opened on the battery of Andrews and its escort as it was retiring up a hollow, but they could not have done much harm, and they were soon in shelter, and till 11-45 there were guns opened at intervals from the Northerners as objects which it was not always easy to conjecture. Sir T. MacMahon had been told that there was no reason why he should not do as he pleased provided he did not try to cross the Wiley, but he did not seem to think that any useful object could be effected by manœuvres in front, and the whole of his force gradually drew off over the ridge, leaving a few pickets to observe the banks. A great lull occurred, the heavy cavalry and guns were halted, but the Light Brigade were held in hand towards Ringwood. Meantime the enemy, emboldened by the inactivity and retreat of the Southern horse, were preparing to do more than recovering their lost ground, and had planned a bold attack. Sir T. MacMahon had sent off his Brigade-Major, Hozier, to select a new crossing ground, and the force were waiting for orders to retire finally for the day, when intelligence came from the front that the enemy had pushed a force of Cavalry, apparently a squadron or two, across the Wiley, and were extending their line in the low ground under the series of slopes which culminate in the plateau, in folds of which the Southern horse still lingered. A reconnaissance confirmed the report. It was close on 2 o'clock, and at a word the whole force, the heavy cavalry with King's guns, shook themselves up and moved towards the enemy, who were quite concealed from view. The 2nd and 3rd Dragoon Guards, with the Carbineers in reserve, were out to the front in beautiful style with King's guns on their flank, and as squadron after squadron swept by at a trot, the foreign officers drew up and were loud in their expressions of satisfaction. The ground is pretty level for a quarter of a mile, and then drops rather abruptly, and all of a sudden, as the Hussars crested the edge, the 13th Hussars and 9th Lancers were perceived down below in columns of squadrons, which were at the moment motionless. They were on the left of MacMahon's horse, and were almost caught *in flagrante delicto*, as MacMahon, bringing his Heavies into line, and wheeling to his right, swept down upon them; but in an instant the Hussars formed line, and with Lancers on their flank, spurred right up the steep as the 4hys and 3rd Dragoon Guards came upon them. The rush of the thundering masses was glorious, but it was evident that the charge uphill could not succeed, especially as the Lancers were not in line, and the Umpires dashing in between the surging horse, decided that MacMahon had overwhelmed them, and that they must retire. This they did, but not very far or very willingly; their guns firing from the ridge at the other side of the Wiley. A battery was also creeping up far away on their left, but King and Andrews were pounding whenever they had a chance. And now like a torrent of molten iron came Marshall's Cuirassiers to their aid with hopeless audacity, for they had to cross the narrow bridge over the Wiley, and file along a narrow causeway; but they pressed on into the bottom, and forming line near the end of the slope, went right at the victorious Bays and 3rd Dragoon Guards, who were at the time near the top of the ridge, almost with their backs turned to their enemy. Their chief perceived the coming storm, and wheeled round his troops just in time to come down on his foe. These latter advanced at a pace which was scarcely credible. Fast hunters could not get out of their way very easily, and the two lines almost met as the earth shook between their hoofs, a cheer of exultation bursting from the black-mailed horsemen, when the Umpires again with difficulty separated the would-be combatants, and it was decided that the 2nd Life Guards, encountered by two Regiments of Heavies, with every advantage of ground, must be considered to have had the worst of it. There was no help but to accept the decision. Another and last effort was made by the Light Horse to retrieve the day, but Baker's Cavalry was now this time upon them, and the Umpires decided once more that the Southerners had lost. It was a brilliant scene, and the end of it was that the Southerners were obliged to retire and abandon their attempt to establish their force on the right of the Wiley. It is impossible to give a detailed account of these interesting operations, which augur well for the work which will begin early to-morrow.

NEAR THE WILEY, Thursday.

A day that began in gloom and uncertainty for the Southern Army has ended, I am happy to say, in some not insignificant triumphs obtained by the advanced divisions of this force that augur well for the skill and spirit with which the Campaign is to be conducted on our side. Yesterday, as you have been informed, the main body of the Army, composed principally of Infantry, halted and encamped at Fontmell Down; the Cavalry—as to whose movements it was well, for obvious reasons, not to be too precise—being pushed on a long way ahead, so as virtually to accomplish the distance, which would be traversed in two ordinary days' marches, in the course of a single morning and afternoon. In this manner it was believed that a position would be secured which hereafter would be very important—that is to say, which would command the River Wiley, the turning point in the Manœuvres, and possibly secure for the Southern Army possession of some of the many fords and bridges across that stream. The distances to be traversed by both armies, before they come face to face, were as nearly a possible equal; at the worst, therefore, assuming the Northern Army patrols to use equal diligence, it was believed that there might be a cavalry skirmish near one of these fords late on the night of the 4th or morning of the 5th. Imagine the surprise of an advanced squadron of the Bays, on accomplishing the distance covered by their forced march, to find that not alone were all the fords and passages of the Wiley strongly held by the Northern Army, but that some at least of their Cavalry—two regiments, it is believed—had crossed the river, and, like themselves, were patrolling on the southern bank! Both detachments, after sufficient action to make their presence unmistakeable, fell back on their supports; and then arose the question how the Northern Army came to be in that position. It transpired that they, acting up to the letter of instructions, considered themselves at liberty to begin their march at the first hour of the day named for the operations to begin —namely, at 1 o'clock in the morning. And, so far the construction which they put upon their instructions would seem to have been accurate, though no one appeared to have foreseen the likelihood of such a reading at the time when the orders were drawn up. But it was held that they were not at liberty to cross the Wiley; and the two regiments which had done so were accordingly withdrawn. A release of the prisoners taken was also made. These consisted principally of a baking party of the Control, captured, together with their ovens, by the Northern Cavalry in the first zeal of their raid upon the banks of the Wiley—a feat which well-nigh stopped the rations of their own men, among others, for captives obviously could neither continue to receive supplies nor prepare rations for consumption by either of the forces. No time was lost in transmitting, by day signal and by night-flashing, intelligence of the state of things in front to Sir John Michel and the bulk of the Southern Army in rear, and "an early start" was necessarily the word with all the Brigades this morning. The march from Fontmell Down towards the Wiley is considerably longer than that from Blandford to Fontmell Down, and, on the high grounds especially, the men and horses were much tried by the strong wind which to-day has succeeded after a night's heavy rain to the soft, relaxing, steamy heat of yesterday. Men, however, did not pause to dwell on the details and as little as possible on the fatigues of the march; their thoughts were occupied with what might be going on in front. And when, having marched to Fontmell Down and Lady Down—sufficiently far in all conscience for one day—they heard the stirring news of what the Cavalry Division were doing, with renewed spirit they again got under arms, and pushed forward to a point sufficiently near to have shared in influencing the fortunes of the day had the conflict continued a very little while longer. Passing from the line of march of the main body to the efforts of the Divisions actually in position on the heights above the Wiley, it is necessary, for the sake of making events clear, to revert in point of time to the early morning. After the questions which had arisen the night before, his Royal Highness the Commander-in-Chief and the Umpire's Staff were naturally anxious to find themselves at the earliest moment on the line of operations, and accordingly left Salisbury for Wiley by special train at 7 o'clock. There is an earlier train at half-past 6 o'clock, and by this all officers and others interested in the movements, but not immediately connected with Head-Quarters, or with the Umpire Staff, were compelled to travel. The contending forces on either side were restrained imperatively from commencing operations upon a scale of any importance before 8 o'clock, to afford time for the arrival of their trains and for the Umpires to take horse and proceed either to the fords of the Wiley or to the Northern Cavalry Camp at Lamb Down, a distance of about two miles from Wiley station. The placing of outposts, however, was not forbidden, and accordingly preparations were made by the indefatigable Hussar Regiments—the 7th and 10th, as well as the 12th Lancers, and Colonel Wombwell, for exploring, when the proper moment arrived, every inch of ground in front of the Northern Division. The great object, of course, was to ascertain the practicability of assailing their Camp, for there were reasons to believe that it had been pitched in a position very convenient for watering purposes, and well secured as long as their own Cavalry patrolled both banks of the Wiley, but which became insecure and exposed the moment the two regiments were withdrawn to the northern side of the river. Without exposing at any time more than a dozen troopers or so, though three or four regiments lay concealed and ready to spring into action from behind plantations, and haystacks, and farmhouses, and everything which could afford safe cover, the Cavalry of the Light Brigade perseveringly swept backwards and forwards, and right and left, communicating by signals with their Head-Quarters in rear till the exact position of the Northern Camp was ascertained, together with the point from which it could best be enfiladed. This occupied some considerable time, during which, strange to say, no hostile signs proceeded from the Northern Camp to show that they were aware of what was going on, though the infantry posts at the fords and bridges now and then exchanged shots with the nearest vedettes upon our side. At last, the preparations being complete, our batteries placed upon the brow of Wiley Down, one above the other, were unmasked, and the first discharges produced an immediate and almost unhoped-for effect. There was a sudden commotion like that which follows the overturning of a beehive and a buzzing, as it were, of men and horses and trains of Control waggons. Down fell the nearest and most prominent angles of canvas, and in actual warfare we know that the destruction actually caused would be as nothing to the effects of the confusion which would be produced by the scattering of the horses frightened by the sudden bursting of shells in their vicinity. The position of the attacking battalions was shifted, the whole camp was now enfiladed, and we had the satisfaction of seeing what so recently were the proud and threatening lines of General Shute levelled completely with the ground. To surprise and shell an enemy's camp and to drive him back upon a position two or three miles further off is no insignificant victory, and had matters rested there the Southern Army might well have set off this triumph against the undoubted surprise of the night march; but chance and diligent patrolling threw still better things in their way. The Northern Cavalry, notwithstanding their recent disaster, apparently believed that they had still a great preponderance of force, and did all in their power to induce the Southern Commander to quit his shelter and attack, and thus to bring himself under the range of batteries which there was reason to believe were cunningly posted at commanding points along the river Wiley. For a couple of hours or so their ineffectual attempts to "draw" Sir Thomas MacMahon were persevered in. At last it seemed as if hostilities were being abandoned by mutual consent, and the artillery and heavy cavalry of the Southern army had actually withdrawn from the front, and were returning towards the point where they were to encamp, when the intelligence, wonderful if true, was received that the 13th Hussars had crossed the river and were advancing in some force to reconnoitre. Colonel Tower, of the 3rd Dragoon Guards, at once led his regiment forward, thinking at the outset that he had only to capture a venturesome squadron. The 13th, however, were supported, as it turned out, by the 9th Lancers, and ultimately by the 2nd Life Guards, whose darkened cuirasses we had thus the opportunity of seeing at close quarters. They, however, always laboured under the disadvantage of charging uphill and over ploughed ground, while the Southern cavalry delivered their charges with the full impetus of descent. The movements were brilliant and exciting, the horses in some of the charges being reined in not at the prescribed distance of 100 yards, but at little more than 10 feet or so from the opposing squadron. This was notably the case with the charges of the 9th Lancers and 2nd Life Guards, who did all that men could do to retrieve adverse fortunes. But the gradients or the accidents of the moment were against them, and in every instance the decision of the Umpires was adverse to the attacks proceeding from the Northern cavalry. As already mentioned, had the contest lasted only a little longer, the Infantry Division would have reached the scene and have imparted a new character to the struggle. Without them, though Sir Thomas MacMahon remained master of the heights, he could not venture to attack the bridges and fords which were guarded by infantry, and thus for to-night, at least, the Southern Army is tied to its own side of the river. It was a subject of general remark that after the first signal achievement in shelling the Northern camp the artillery on both sides was slow in coming into action, and thus the frequency and intensity of the cavalry charges were increased when a few well-directed shots in flank must have made either side turn its rein and gallop off. It was a singular coincidence that during the hottest episodes of the cavalry combat neither General Walpole nor Sir J. Michel was with the front lines, and the movements were accordingly directed by cavalry officers exclusively. Whichever side attcks to-morrow will have to encounter the disadvantage of marching uphill, but the point where the attempt will be made is one most difficult to determine, for the Northern outposts guard a front of six to eight miles, and the point at which the South could most easily break through is one where they would suffer most from want of water. The duty of Umpires on these occasions is one requiring no ordinary amount of tact, professional knowledge, and discretion, to discharge successfully, and so as to avoid offence to brother officers at a moment of such great and pardonable excitement. The Umpires have each power absolutely to stop a movement that is in progress, but naturally they would be slow to exercise their power except in the plainest and most obvious circumstances. The rule is to change the side or at any rate the Division to which an Umpire is attached, so that, if possible, he may not have any *penchant* or predilection for a particular corps. To-day the turn of umpire was really no sinecure, for he had more than once to ride in between charging lines and prevent their coming into actual collision.

A NEW COAL-FIELD.

MUCH interest has been created during the past few days in the neighbourhood of Dorchester, owing to the discovery of a reputed coal seam at Buckland Ripers. The report, though somewhat premature, is correct thus far. A shaft has been sunk in Paynes' copse, an enclosure several acres in extent, the property of Mr. Churchill. The shaft is about 5ft. square, and four men are employed at the works, one of them a practical miner. They have sunk to the depth of nearly 20ft., and in their course have met with thin veins of coal similar to "cannel," which has burnt with a flame, the shale excavated burning freely and producing great heat. Numerous springs of water have considerably interfered with the operations; but the foreman is of opinion that the boring must be continued to a depth of 80ft. before the good coal is reached; and then he seems confident of the success of the "prospecting." Several years ago, we are informed, Buckland Ripers was regarded as likely to become a promising coal district, and excavations have from time to time been made in search of the "black diamonds," but the mineral turned out was of a slaty nature; still the flakes seemed to possess oily properties, similar in many respects to the Kimmeridge shale. The sinking is still being continued and, if successful, the discovery will prove of immense importance to Dorset, and of considerable profit to the owner of the estate.—*Times*, August 31.

THE FRENCH CONSCRIPTION.

FOR the last fortnight Young France has been pulling tickets out of the conscription boxes, and wry faces along with them. During a fortnight more the man lotteries will be continued in the provinces, and then the Republic will stand provided with the last army to be levied under the system of 1832. The conscription formalities are entertaining to witness for those who take no part in them, but they are never gay, even in Paris. It is all very well to deck one's headdress with tricoloured streamers, to pin the unlucky ticket one has drawn jauntily to the crown of it, to trudge 12 or 15 in a row with brother conscripts all bawling the "Chant du Depart," and to be generally beery for two days and a night. But this does not constitute gladness of heart. If one could follow to his garret the Parisian ex-gamin who is just turned 20, and whose ticket entitles him to be shot at for his country's sake during the next seven years at the rate of a sou a day, one might see a curious picture of animal grief, not much tempered by patriotism. Paris is all to this pale-faced, pert-tongued hero, and the memories of it must come back to him very fresh and alluring as he sits rubbing the knuckles of his thin hands into those habitually shrewd and mocking eyes of his. At five he was cast loose into the streets, merry in his rags, deft at clearing puddles, defter still at making grimaces when coachmen shouted to him to get out of the way. Older gamins taught him to charcoal his name and those of public men on newly-painted walls, to wait for scraps outside barrack gates at 4 p.m., when soup and beef are eaten, to dip his fingers into those tubs of stewed prunes and brown sugar which stand outside grocers' doors. By and by he learnt to fill up his days for himself. In the morning he tramped abreast of the regimental bands leading battalions to target practice at Vincennes, to manœuvres at Longchamps, or to parade at the Tuileries. In the afternoon he picked up cigar ends on the boulevards, sat fishing ineffectually but blithely for gudgeon with a string and a crooked pin under the bridges of the Cité, or hung about newspaper offices, where, if there were a special edition coming out, he would be intrusted with a few copies on depositing some portion of his raiment (generally his shoes) as a guarantee for the receipts. The evening found him flattening his nose against restaurant windows, opening the doors of carriages outside theatres, begging for counter-marks which he re-sold if he could, or mounting guard at stage entrances and coaxing silver money out of actresses who happened to be in a good humour from being applauded. That reck-a-day life of his was a perpetual holiday and yet a perpetual lesson, for who so versed as this gamin in the unpublished facts of contemporary history? If any men of importance were married, buried, or beheaded; if there were a big trial, a fire, a state pageant, a revolution — there was he to the front, peering and seeing as much of the sight as could be witnessed gratis. Then he gamboled home, and it was his glib tongue that retailed those picturesque accounts of the occurence which, borne from ear to ear on the lips of an imaginative people, became accepted as the "popular version" of that stumbling-block of perplexity to the truthful historian. Yes; indeed it was a joyous life, and every day of it must beam under the touch of memory like a pearl on a chaplet, and yet now they are going to take the poor gamin, sheathe his meagre legs in red trousers, and teach him the art of suppressing his neighbour. He whose will was as free as the sparrow's or the gadfly's; he who dethroned Cæsar, and, may be, helped to set his country's capital on fire, will be fettered by regulations, the military code, and the gear of the guard-room. They will display him, crop him, drill him. They will hint to him that he had best walk upright as a ramroad, salute his superiors, behave himself in the streets, and throw less levity into his relations with the other sex. No wonder he snivels and sobs. No wonder that when his "*bonne amie*" comes in from her work she finds him looking limp as a washed-out rag. She asks what's up, and he points mutely to the paper number on his cap. Then she, too, sits down and sobs, not without a few sub-thoughts as to whether she had not better now take up with young Jules, the wheelwright, who drew an exemption number last year. Your bumpkin conscript is not a Parisian conscript. Conclusive whether or not he is, his grief assumes a more public form. He has no sooner realized the fact that he is to serve his country than he bleats like a sheep, and fills the whole mairie of his native village with his unmanly wailings. His women relatives and the girl of his choice, who are waiting outside, take up the dirge, and so does his thoughtful father, who reflects that he must now hire a boy at 12f. a year to do some of the work which this son of his performed. It is an affecting family scene, and round and about are other howling groups. The yellow-belted gendarmes outside the mairie doors shrug their shoulders impatiently, and cry, "Pass on, pass on," to the string of hob-bledehoys who are hurrying up every minute to draw under the escort of their respective mayors (the conscription being done at the chief towns of cantons, not in each commune), and pass on they do, treading on one another's hobnailed heels. At one end of the municipal room is a table, and, seated behind it, the prefect, the general of the military division, the recruiting captain, and a secretary. Before them stands the instrument of misery, a mahogany cylinder hung on pivots between two uprights, and each rustic, as his name is called, slouches up to the table, gives the box a touch so as to send it spinning, and, when the whirring has stopped, opens the lid and dips his hand in. Some dip at once unhesitatingly; but these are strong spirits. The majority sign themselves with the cross, mutter invocation, produce a talisman—generally a leaden image of a saint—from under their waistcoats, and reverently kiss the same. It grieves one to add that when the dip is not successful the leaden saint is often kicked into the roadway with every manifestation of ignominy. By 12 o'clock the conscription is usually over, and then the conscripts troop away, each band to its village. The mayors stalk ahead, the women, especially the young ones, lag behind with their aprons to their eyes; the conscripts stagger 10 or 20 of a row as in Paris, and try to drown their cares in torrents of patriotic songs out of tune. In the evening they will fuddle themselves in the cabarets, and there will be some old soldier to cheer them with tales of peasants who set out for the army without a friend, and rose to be field-marshals like Soult, or kings like Bernadotte. It is only on the morrow, when the liquor fumes have cleared away, and the sense of glory becomes less present than that of coming departure and the loss of their sweethearts, who cannot be expected to wait seven years for them, that they begin to bleat again. But throw a twelvemonth on the Parisian conscript and on the raw recruit from the country, and both will be different men. The Parisian will have ripened into an easy soldier, self-satisfied and gallant; the countryman, if he come from Normandy, will be tough; from Britanny, obedient; from Burgundy, quick; from Provence, fiery. Townsmen or rustics, they will have adapted themselves to circumstances, and so learnt the lesson practised by many of us who, not being soldiers, have drawn unlucky numbers in the conscription of life, and yet tried to put a smiling face on the matter.—*Pall Mall Gazette*.

INDIAN RAILWAYS.

THE annual report of Mr. Juland Danvers, the Government director of the Indian railway companies, prepared for Parliament, has just been issued. It contains many tabular statements relating to the capital, revenue, and working of the different lines for the year 1871, with full statistical accounts of the various departments of each undertaking.

During the year 1871 a length of 250 miles of railway was completed, and since the 1st of January last 128 miles more have been finished, making a total length of 5,204½ miles now open for traffic. Of this extent, 5,136 miles are in the hands of guaranteed companies, and 68½ are in the direct possession of the Government. A further length of about 2,440 miles is in course of construction, of which 940 are being executed by companies and 1,503 by Government. It will be observed that the State lines at present form a very small proportion of those which are completed; but several are in progress, and contracts have been made for the execution of the works and for the provision of permanent way materials and rolling stock for many miles. The lines are, for the most part, constructed on the metre gauge, and every endeavour has been made to keep down expense by using the lightest rails and stock suitable for the expected traffic.

The rails used are flat-footed, carried on timber sleepers, without chairs, weight 20 kilogrammes per lineal metre, which is nearly 40lb. to the yard. The maximum rigid wheel base of the locomotives is 3 metres; the maximum weight on a pair of wheels is to be 6,000 kilogrammes.

During the past year the works on several lines have suffered severely from floods. In Bengal, in the North-West Provinces, and in Bombay great damage was done; in some places from 20 to 30 inches of rain fell in the course of two or three days, and, the ground being already soaked, the water ran off in torrents, carrying away bridges, embankments, roadways, and villages. In one river a scour 60 feet below its ordinary bed was produced. Large lakes were formed in valleys, which were as rough as the sea in a high wind. The native city of Jounpoor, on the Goomti River, consisting of 9,000 houses and 25,000 inhabitants, was nearly destroyed. The principal buildings and from 2 000 to 3,000 houses were reported to be swept away, and 10,000 persons were for a time deprived of their homes.

The floods which produced these disastrous effects are described as unprecedented, but the recorded information on the subject of rainfall in India is still so imperfect, and the variations of the seasons from one extreme to another are so great, that the engineer has been obliged to work in a great measure, in the dark, and it now seems pretty clear that mistakes have been made in attempting to confine or resist the streams rather than in making way for their overflow. The expensive nature of the works required to accomplish this object, and the doubts as to the possible volume of the water, led to the adoption of a course which appeared at the time most economical; but the experience of past years will, in this, as on many other points, be carefully attended to, with better hopes that similar errors will be avoided in future.

In reporting upon accidents Mr. Danvers observes that:—

"Compared with previous years the results are favourable. While in the year 1869 the number of passengers killed from causes beyond their control was 31, and in 1870 was four, there was only one last year, and death in this case was caused, not by accident to a train but by a fall on the platform through insufficient lighting. Eight passengers were, however, injured through slight collisions and accidents to trains. In the two previous years the numbers thus injured were 63 and 92. The percentage killed last year was 0·05 per million, and injured 0·42 per million. The mean length open was 5,020 miles, the number of passengers carried was 18,976,944, and the train mileage with goods and passenger trains was 13,844,840. Of the 74,650 servants employed 240 received injuries, 84 of which were fatal—three from causes beyond their control, and the rest from their own misconduct or incaution. Of the 548 accidents of all kinds, including many very trifling in themselves and of little consequence, 314 arose from cattle being run over on lines duly fenced, 76 from fire, 70 from the train or vehicles getting off the proper line, 36 from collisions, and 53 from other causes. The accidents from fires are most frequent on the Punjab and Delhi line, and would seem to prove that the arrangements for arresting sparks from the engines must require attention. The animals run over consist of buffaloes, goats, deer, leopards, cows, and bullocks. A camel, a crocodile, and a hyœna were last year also victims. The usual supplementary return, peculiar to Indian railways, of deaths of passengers in carriages and at stations, from causes unconnected with the working of the lines, shows that in the year 1870, 110 persons died while travelling. Ninety were males and 20 were females, some were infants and some were aged. One man and one woman are put down as being 90 years old, the former dying from heat apoplexy, the latter from natural causes. With two or three exceptions all were natives, and the principal causes of death were cholera, fever, dysentery, and diarrhœa. Each case is, of course, fully investigated when it occurs, and it is supposed that in many instances the sufferers start on their journey in a condition unfit to bear the fatigue and heat, hoping to reach friends or some sacred resting-place before they died."

With respect to capital, it appears that a sum of 90,009,622*l.* guaranteed capital had been expended by the railway companies up to the close of the official year. It is estimated that about 8,000,000*l.* more will be required to complete the undertakings, and of this sum upwards of 3,500,000*l.* has been raised. During last year 2,325,293*l.* was expended. Last year also 3,723,156*l.* was raised—1,539,743*l.* by means of share capital, 41,155*l.* by debentures, 2,096,124*l.* by debenture stock, and a sum of 46,134*l.* has been added to the amount of capital not bearing interest standing to the credit of the companies. The total amount which has been raised by the companies had, on the 31st of March last, reached 93,564,367*l.* Of this, 80,972,386*l.* consists of share capital, 1,954,100*l.* of debentures convertible into shares, 5,473,100*l.* of inconvertible debentures, which will be paid off in cash at fixed periods, 4,671,808*l.* of irredeemable debenture stock, and 492,973*l.* of capital not bearing interest.

As respects Government lines, it is estimated that those now decided on will cost about 11,000,000*l.*, of which sum nearly 2,000,000*l.* has been expended.

We now come to the question of revenue, and cannot but regret to find that although the capital expended on the railways exceeded that at the end of the previous year by 2,300,000*l.*, and the mileage open received an addition of 250 miles, the net revenue shows a decrease of about 2,000*l.* The gross receipts for 1870 were 6,213,865*l.* For the year 1871 they were 6,146,130*l.*, the passenger and miscellaneous traffic showing an increase of 16,171*l.* and 40,760*l.* respectively, but the goods traffic a falling off of 124,669*l.* The working expenses have at the same time been reduced from 3,367,261*l.* to 3,302,050*l.* Mr. Danvers attributes the falling off in the receipts, which is confined to the East Indian and Punjab Railways, to a large diminution, as compared with the previous years, in the transport of railway materials for other lines (which caused a reduction on the East Indian Railway of upwards of 150,000*l.* in the second half of the year); to the absence of the necessity, which arose in 1870, of conveying a very large amount of food grains to districts where scarcity prevailed; to a stagnation of commerce, and to the successful competition of the river. In regard to working expenses the East Indian shows in its main and Jubbulpore lines jointly the large saving of 120,000*l.* The Great Indian Peninsula, Indus Flotilla, and Great Southern of India show a reduction of upwards of 20,500*l.*, 13,000*l.* and 3,300*l.* respectively. The Madras, the Scind, Punjab, and Delhi, and the Eastern Bengal show an increase of 22,000*l.*, 50,700*l.* and 13,300*l.* respectively. The expenses of the Bombay, Baroda, and Central Indian remain about the same. Taking all together, the result is so far satisfactory that the net receipts, notwithstanding the fall in the gross receipts, are only 2,500*l.* less than they were in 1870, being 2,844,080*l.* as compared with £2,846,604*l.* It furnishes, however, an example of how closely the success of the railways is connected with the commercial prosperity of the country. Not only is more or less produce conveyed from one part of the country to another, according to the demands of commerce, but when markets are dull the saving of time is unheeded, and preference is given to the slower and more circuitous but less expensive routes of the river and the road. Great importance is attached to the necessity for economy, and to a skilful and energetic management. Mr. Danvers remarks:—

"Until the cost of conveying a passenger or a ton per mile is ascertained there is no satisfactory basis for regulating charges for conveyance. High rates are frequently imposed in ignorance of facts which would show that a reasonable profit could be earned per ton or passenger and a much better aggregate result produced by lower charges. If it be found that on one line the average load per train of the same size is twice as much as on another, there must be some cause to account for such disparity, and some means of removing it. If, also, great diversity exists in the cost of running a train, or of carrying a ton of goods or a passenger one mile, it is the duty of all those who are concerned in the management of the railways to reconcile the differences or to prevent them. The circumstances of the several lines may vary and results may appear to correspond with such variation; but more is apt to be attributed to this cause than is really due to it, and results will often be found to depend chiefly upon management. Where there is a sound and liberal system of administration, natural obstacles and difficulties diminish and sometimes disappear altogether. Tables prepared by Mr. Rendel contain some remarkable instances of the differences above alluded to, and are worthy of careful investigation and study."

The number of persons carried was 18,940,585, of whom 144,215 were first-class, 642,645 second, 523,740 intermediate, 14,113,436 third, and 3,516,549 fourth. Thus 93·02 per cent. consisted of the two lowest, 6·15 of the second and intermediate, and ·83 of the first class. The third and fourth classes contributed 1,405,225*l.* of the 1,941,978*l.* received from passengers.

The merchandise conveyed amounted to 2,429,479 tons, besides 284,524 tons of coal and 455,568 of other minerals. This was 444,000 tons less than the previous year. The number of train miles run was 14,080,064. The average receipt per train mile was 8·74*s.*, and the average expense 4·50*s.*

The question of fuel continues to be one of great importance connected with the Indian railways. The expenditure last year on this item alone was 421,251*l.*, of which 273,024*l.* represents the cost of English fuel, 97,293*l.* the cost of Indian coal, and 50,934*l.* that of wood. The expenses of the locomotive department on those lines which are not yet accessible to native coal show the direct effect which the cost of providing English coal has upon the revenue. Coal has happily been found in various places in Central India, and when access to the beds by railway has been established the Great Indian Peninsula and the Bombay and Baroda railways will profit by its use.

A sum of 4,423224*l.* was advanced by Government duri the year for guaranteed interest. The earnings of the guaranteed railways having been 2,839,338*l.*, a net sum of 1,582,900*l.* became chargeable to the revenue of the country. It is estimated that a similar deficiency will occur in the present year. Mr. Danvers observes—

"This is a large amount, and it is a question for serious consideration how it can be diminished. It must be borne in mind that a considerable portion of the system now open has still to be developed, so that in the natural course of things a diminution may be expected. It takes some time for a railway in India to produce the results that may fairly be expected from it. Of the 5,200 miles now completed only about 1,600 have been opened ten years, and twice that length for about five years; and certain sections forming the connecting links in important lines of communication, such as those between Bombay and Madras, and between Bombay and Allahabad, have only been finished within the last year or two. It should also be borne in mind that, although traffic will fluctuate, and unfavourable seasons for trade and produce will sometimes closely follow each other, there is a steady average increase in the receipts per mile open, joining several years together.

Comparing, for example, the average net receipts per mile open for the five years ending 1866 with the five last years, the East Indian railway increased from 660*l.* to 999*l.*, the Great Indian Peninsula from 476*l.* to 611*l.*, the Madras from 267*l.* to 397*l.*, the Bombay and Baroda from 299*l.* to 514*l.*, and the Eastern Bengal from 375*l.* to 735*l.* Mr. Danvers acknowledges, however, that the existing deficit is really to be lamented and to be contrary to the expectations of those who advocated and sanctioned the existing system.

"But taking a broad view of the subject, these undertakings may claim, as a set-off against their shortcomings, credit for many direct and indirect benefits which they have produced. To say nothing of the moral and social improvements which, as civilized agents, they have conferred upon the country, there can be no doubt that railways have added to its security, have greatly advanced the material prosperity of the people, and have been the means of increasing the revenue and of saving much expenditure, both on account of the Army and Post Office. They are still in their infancy, and their direct contributions to the revenue are capable of expansion. Experience has taught us lessons, and we have paid for them, but I venture to think that there is more ground of hope for the future than regret for the past. And as regards the present, difficulties and uncertainty should furnish a strong incentive to skilful administration and increased exertion."

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25	38 8	34 0	43 0	38 0	25
30	43 0	38 0	47 8	42 0	30
35	48